

Latitude 38

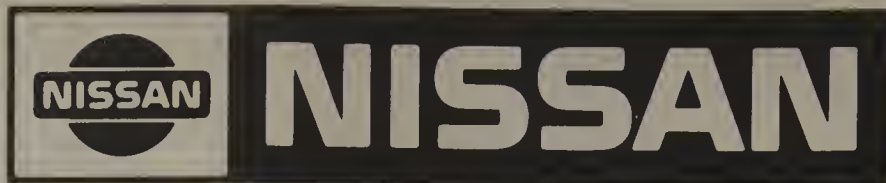
VOLUME 16 FEBRUARY 1987

CIRCULATION 40,000



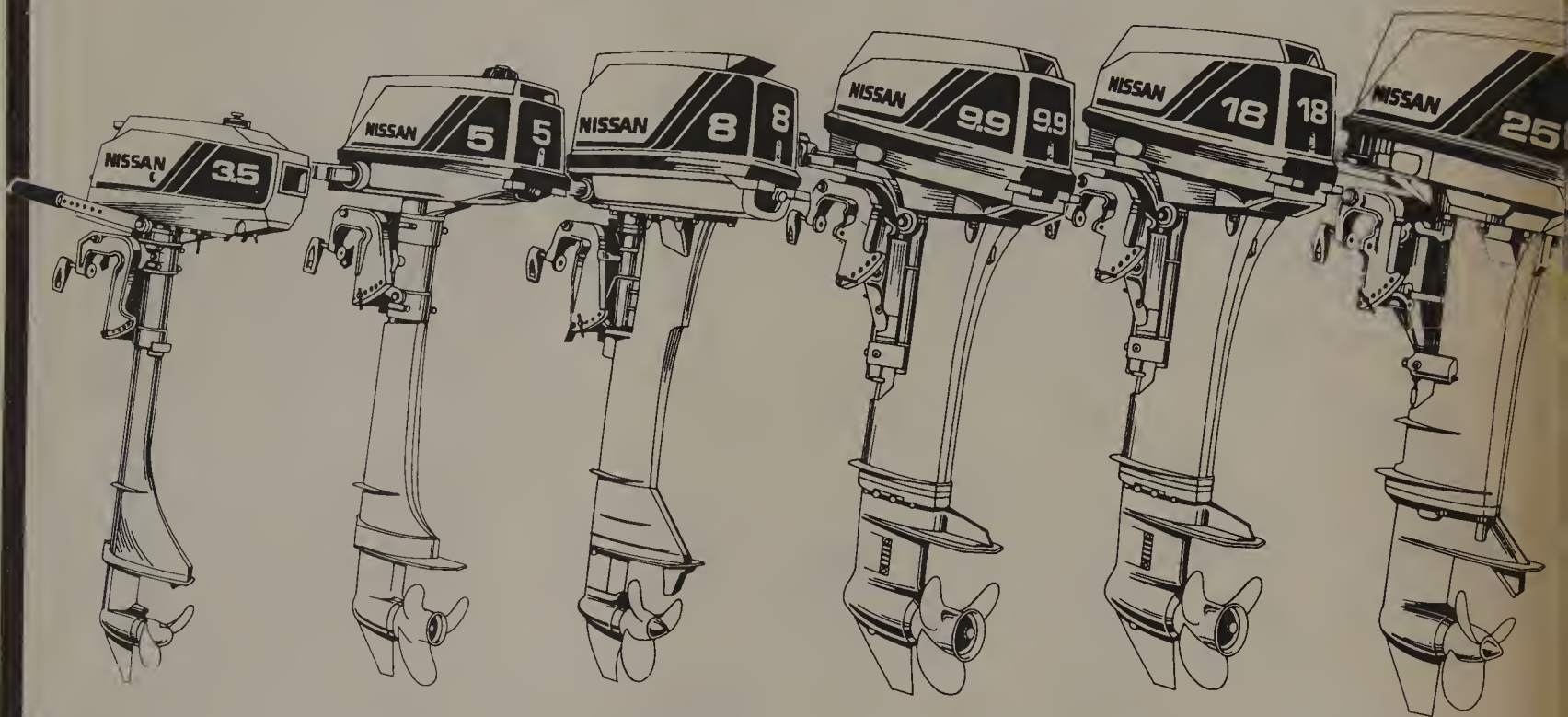
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Come to Passage Yachts Saturday March 14 for our Annual Sailing Expo and Boat Sale

Sail Seminar

Choosing a sail inventory by Jocelyn Nash of Sobstad Sails. Sobstad Sail Loft will conduct discussions on developing the right sail inventory for cruising and/or racing (Expo attendees are eligible for discounts on new sail purchases)

Financing Seminar

Financing your boat – The available alternatives by Cecil Dunlap of Wells Fargo. Traditional and alternative financing methods will be discussed. Expo attendees are eligible for loan pre-approval (so you can shop for your new boat with cash in hand. Call for details)

Electronics Seminar & Display

Selecting the proper electronics for racing and cruising by Johnson-Hicks Marine. Johnson Hicks will have a full display of racing and cruising electronics (operational). Discussion will be held on choosing the right electronics for large or small yachts. Factory reps from major electronic manufacturers will be available for questions (Attendees will be eligible for discounts of purchases of electronics)

Expo Specials

Super Savings on Passport's and Bénéteau's in stock from 23' and up. You could save up to \$30,000.00



Bénéteau First 235



Bénéteau First 305

A-YEAR EXTRAVAGANZA

We've gathered experts from various professions within the yachting industry to conduct information seminars and offer some valuable discounts on services and products. Admission is free and there's going to be lots of fun things to see and do, here are just a few:

- Free sailboat rides on great boats like the Bēnēteau 235, 305, 405, 42 Passport 37, 40, and 42
- Barbecue and refreshments will be served

- Free drawing for gear bags, electronics, T-shirts, sailing attire and more
- Full line of Bēnēteau and Passport Yachts on display
- Full range of navigation and sailing electronics on display

R.S.V.P.

This event will fill up quickly. Please call ahead for reservations

(415) 236-2633 outside
415 area (800) 233-4048.



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Insurance Seminar

Insuring your yachting investment – Custom tailored insurance plans by Pam Vickery of Tedrick & Higby

What to look for in a marine type policy, coverages required for different boating plans and what questions to ask in order to get adequate coverage. Plus many other subjects concerning marine insurance will be discussed.

Seamanship

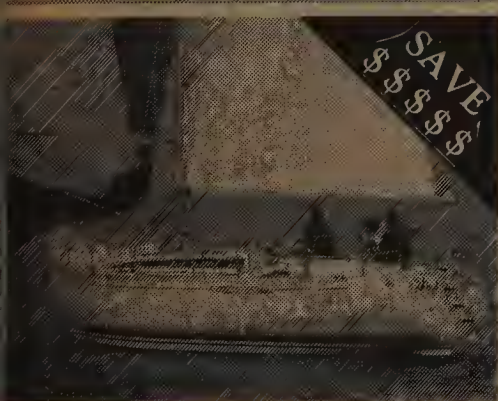
Professional lessons and yacht charters by Dan Glennon, Head Instructor of Olympic Circle Sailing Club

Whether you're just learning to sail or an advanced sailor this informative seminar will be beneficial for you to attend.

Seamanship

Don't yell at me! or how to have harmony in your sailing relationship by Sally Hess of Pineapple Sails (alias Dear Abby of Sailing)

Tips on how the couple can learn to handle their boat under lots of different conditions and maintain happiness on deck. Discussions of the technical aspects of boat handling for couples who cruise and/or race together.



Bēnēteau First 405



Bēnēteau First 42



Bēnēteau First 435

Sellers: We have been selling a lot of brokerage boats and need new listings. If you have a well maintained quality sailboat to sell at a fair price you should consider our professional services. *We get results!*

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*23' Sprinto Sport, Trailer	11,000
*23' Ranger 23, LPU Paint	8,900
*24' Moore 24, Trailer	16,500
*24' J-24,	10,900
*25' Cape Dory, Cruise Equip	10,500
*25' Yamaha, Sharp, Diesel	16,750
*26' International Folkboat	11,500
*26' C&C, Inboard	20,500
*26' Columbia, New Eng.	12,500
*26' Pearson 26,	16,200
*27' Ericson 27, Two From	18,900
*27' NorSea 27, Sturdy Cruiser	34,900
*27' Cal T/2, Two From	11,200
*27' Vega 27, Swedish Cruiser	17,000
*27' Cal 2-27, Two From	22,500
*28' Mair, U.L.D.B. by C.&B.	19,500
*28' San Juan, Diesel, Sharp	26,000
*28' Pearson 28, Exc. Cond.	31,500
*28' Islander 28, Three From	28,000
28' Ericson 28+, 1980, Diesel	38,950
*28' Sovereign, Ctr. Ckpt.	35,000
*28' Newport, Diesel	29,800
*29' Bënêteau, 1985	42,000
*29' Ericson, Diesel, Wheel	25,700
*29' Cal 2-29,	26,000
*30' S-2, 9.2A, Dodger, Wheel	31,000

30' Yamaha, Diesel, Loran	38,000
*30' Pearson 30, 1973	24,000
30' Newport 30, Two From	31,000
*30' Clipper	12,900
*30' Islander 30	26,500
*31' Allmand, 1982, Spacious	49,900
*32' Pearson 323,	39,500
32' Columbia 9.6 Two From	39,500
*33' Morgan Out-Island	34,950
*33' Tartan, Sharp, Well Equip-	34,950
*33' Hunter, 1980, Diesel	41,950
*34' Wylie 34, Race Equipped	48,000
*34' Cal 34,	29,000
*34' O'Day, Dodger, Wheel	57,000
35' Santana, Rod Rigg, Norths	54,950
*35' Coronado 35, Aft Cabin	42,000
*36' Islander 36, Diesel, Sharp	54,900
*38' Catalina 38	79,900

Blue Water Cruisers / Liveboards

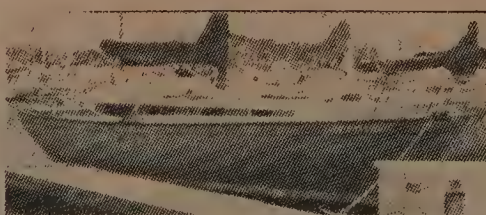
*30' Cape Dory, 1982	49,900
*32' Mariner Ketch,	34,900
32' Traveller	43,950
32' Vanguard	Offers 37,000
*36' Allied, Ketch	64,900
36' Pearson Cutter,	96,000
37' Crealock,	108,000

37' Flying Dutchman	65,000
*37' Gulfstar, loaded	70,000
*37' Islander, Great Cruiser	36,000
*38' Ericson, 1982	92,000
38' Bënêteau, Twin Aft Cabins	95,000
38' Farallone Clipper, Restored	45,000
38' Cabo Rico	70,000
39' Lancer Motor Sailer	105,000
41' Cheoy Lee	99,500
40' Passport, Excellent Buy	119,500
40' Passport, 1985 Radar	139,500
*40' Lidgard, Performance	89,500
*41' Newport S, C&C Design	75,000
*41' Whitby Caribe	59,500
41' Perry, Superbly Maint.	125,000
42' Garden Stys'l Ketch	105,000
*42' Pearson 424, Ketch	128,000
*43' Bënêteau 435, Tri-Cabin	139,000
*44' Peterson Cutter	124,000
46' Island Trader Mtr Sailer	165,000
46' Cal 2-46, Loaded	132,000
*47' Passport, Center Cockpit	225,000
50' Steel Cutter, Ctr. Ckpt.	240,000
52' Columbia, Generator	125,000
54' Sparkman & Stephens	300,000
53' Cheoy Lee Ketch, Repo	205,000

* Come to Brickyard Cove to see these boats



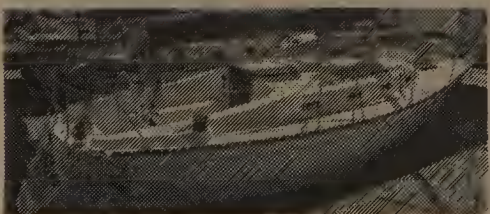
1972 Mariner 32 Ketch. A very attractive traditional style cruiser. Powerful Perkins 4-107 Diesel. \$34,900.



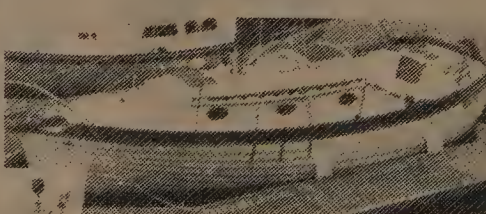
1978 Pearson 323. Wheel steering. Hot & cold water with shower. Quality by Pearson. Sistership. \$39,500.



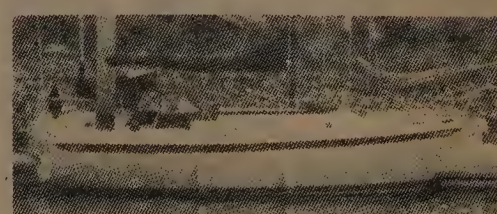
Islander 36. Furling jib. H&C water. Immaculate. \$54,900. Sistership.



Tartan 33. Well equipped. Diesel. Tartan quality. \$45,000



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Heavy Weather, Blowin' In The Wind
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PASSAGES

*News from the World of
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Bēnēteau First 235 Cruising Rocket



Would you believe two real double berths, enclosed marine head, a galley, nav station and more skillfully designed into a 23' cruising rocket. It's true.

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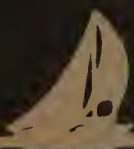
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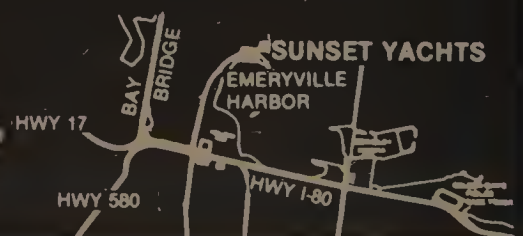
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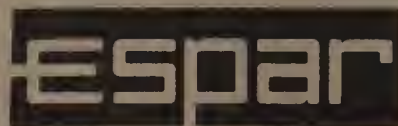
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We have served cruising sailors in "the Square" for 15 years, and today our tools for doing so are more powerful than ever: We can take a preliminary stroll through more than 35 boats on color video — we have more than a score right here on site, and dozens more around the Bay; we develop custom plans with top designers, we send and receive specifications and plans, across town and around the world at the touch of a telecopier phone.

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CHEOY LEE 31. Teak decks, ketch rig, diesel inboard, full keel. A very traditional perennial with sisters 'round the world! **\$29,500.**



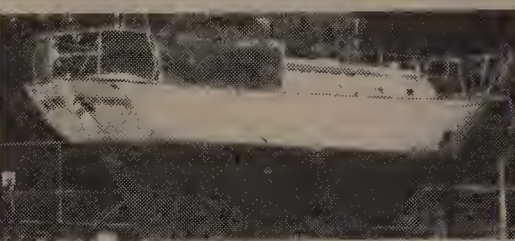
FREEDOM 21. One of the all time fun sailers — you could turn this little cabin into a Cabo Casa and have a Baja ball. With trailer **\$16,000.**



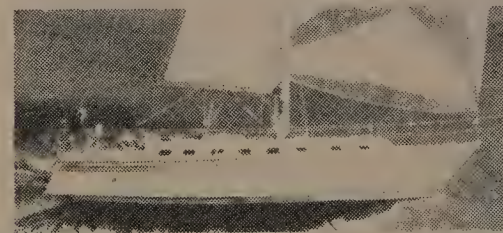
COLUMBIA KETTENBURG 32. Diesel, pressure water, custom interior, great coastal cruiser. Motivated seller. **\$34,900.**



MULL 30. From new Freedoms to old Rangers, Gary's designs are selling hot. This is a slippery cold molded go-fast, perfect for North Coast Bay conditions. **\$32,750.**



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25'	Freedom	(2)	24,900
26'	Pearson Ariel	(2)	9,500
26'	Columbia	(2)	11,500
26'	Pearson		15,500
26'	Contessa		20,000
27'	H-27		Offers
27'	Pearson		14,500
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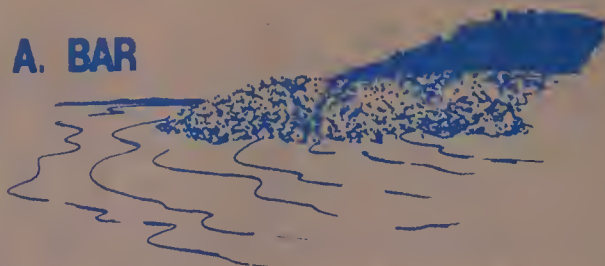
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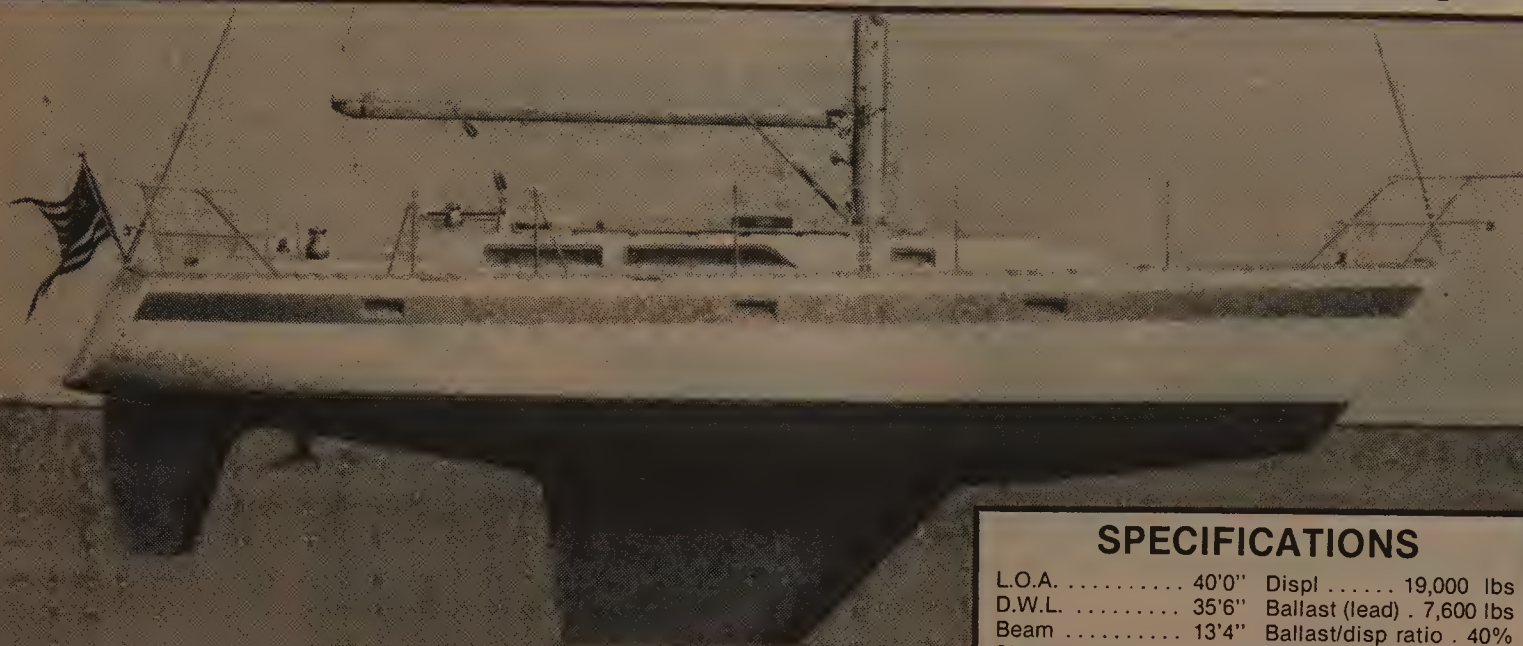
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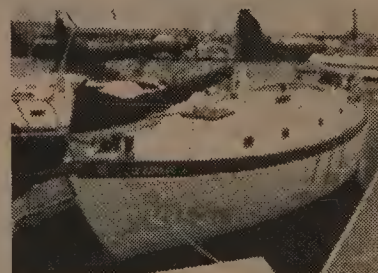
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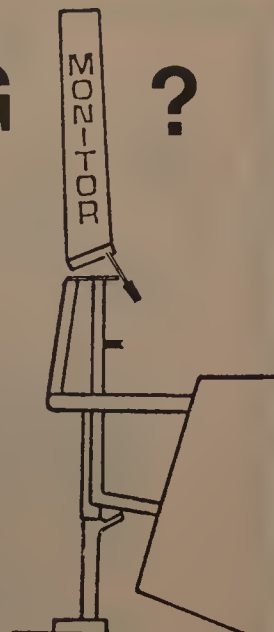
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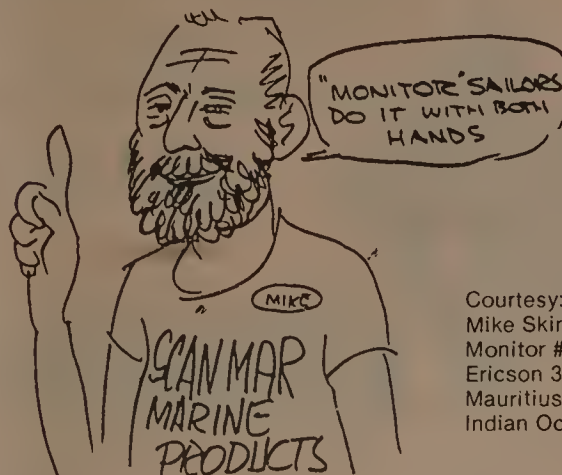


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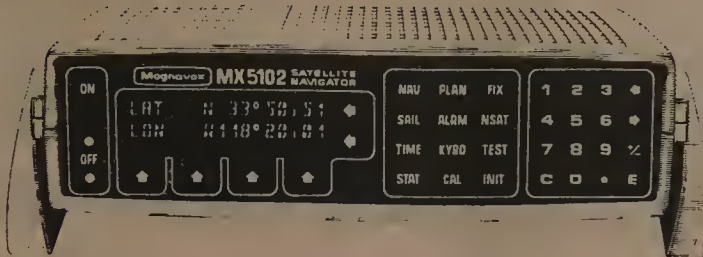
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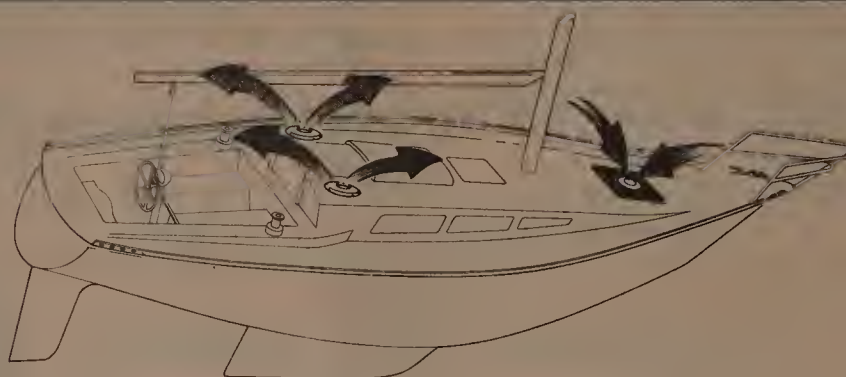
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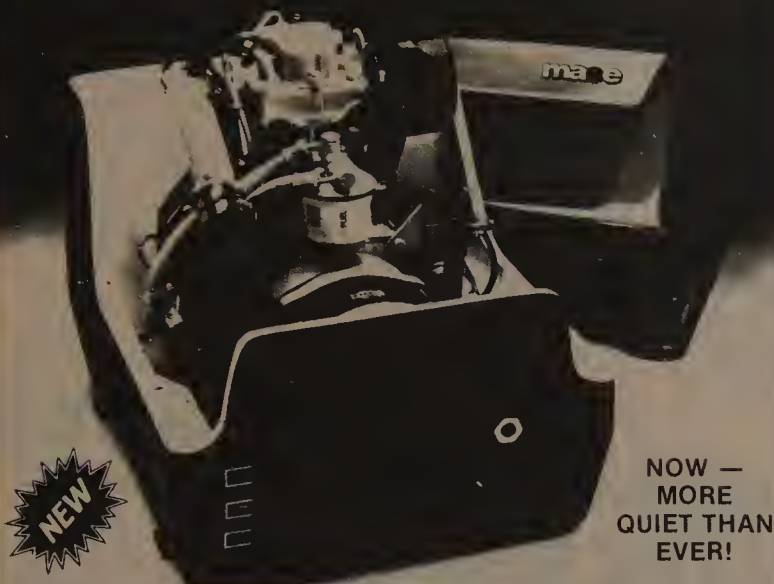
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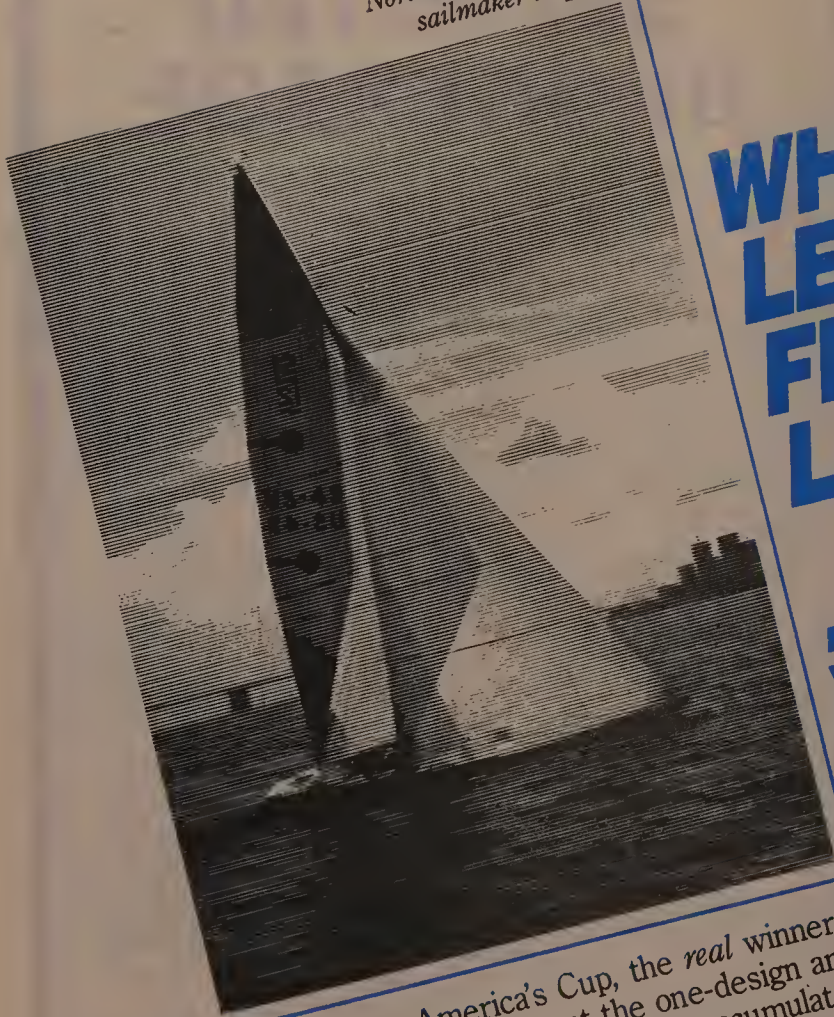
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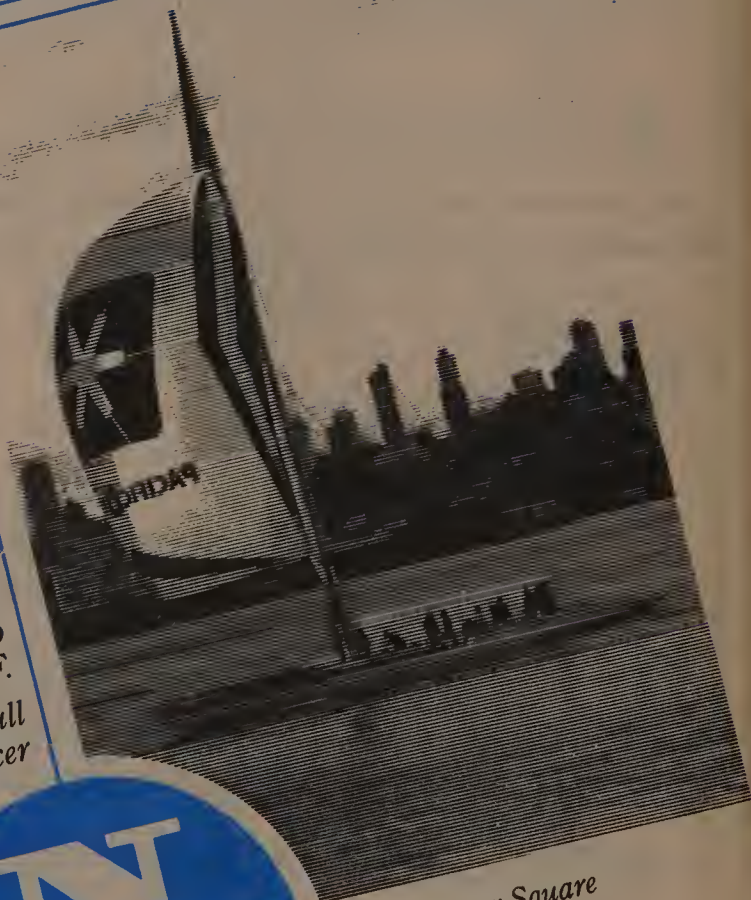
THE NORTH U SMART COURSE

There's still time to sign up...but you'll have to hustle...the dates: **February 7 & 8**, the place: **USF**.

The Smart Course is a weekend seminar crammed full of winning strategies and valuable ideas for every racer—both skippers and crew! It's taught by some of the best sailors in the world. In two days these guys can teach you more about tactics and strategy than you might learn in a couple of seasons of racing!

The course includes our just revised 223-page **Smart Course Book**, plus a current IYRU rulebook. Both are yours to keep. The two-day Smart Course costs \$140 for the skipper and \$109 for each additional family or crew member (including all course materials, but no lodging or food).

Call to register TODAY!
(415) 522-5373



2415 Mariner Square
Alameda, CA 94501
(415) 522-5373

CALENDAR

Nonrace

February 11 — First of six basic sailing and racing programs at Island Yacht Club, Alameda. Instructors are Al and Nancy Farnum, basic sailing. Dan and Linda Newland, racing. \$5 per session for non-members. For details call Steve Betts 793-0643.

February 20, 1815 — After a four-hour battle, *U.S.S. Constitution* ("Old Ironsides") defeats and captures two British men o'war, the 32-gun *Cyane* and the 20-gun *Levant*.

February 21 — *Chantey* program aboard schooner *C.A. Thayer* in the National Maritime Museum, San Francisco. Children's program 3-5 p.m. Regular program 8 p.m. to midnight. For details call 556-1871.

February 27-March 1 — American Sailing Association instructor qualification clinic. Olympic Circle Sailing Club, Berkeley Marina. Richard Jepsen, 843-4200.

February 28 — Folkboat seminar on care and repair of sails. Svendsen's in Alameda. 1 p.m. For details call 567-8644.

February 28 — Express 37 racing clinic. Sponsored by Ulmer Koliis Sails. Bring your Express 37 to San Francisco Yacht Club by 9 a.m. Call (800) 824-2992.

March 1 — Membership application deadline for the Master Mariners Benevolent Association. Don't delay! Also note that the annual Master Mariners Regatta will be on Saturday, May 23 this year, instead of the usual Sunday before Memorial Day. For more on MMBA, call Gary King at 237-5236.

March 6 — Cruising Hawaii — A Transpac Adventure. Slide show narrated by Robert Mehaffey in Sacramento. 7:30 p.m. For details call (916) 332-0775.

March 7 — State of the Bay conference sponsored by the San Francisco Bay Chapter of the Oceanic Society. 9 a.m. to 5 p.m. Golden Gate University, San Francisco. For details, call 441-5970.

March 9, 1862 — The *Monitor* and *Merrimac* slug it out in Hampton Roads, Virginia. Neither ironclad inflicted major damage on the other (the cannonballs just bounced off), but their battle dealt a mortal blow to the days of fighting sail.

March 11-15 — Sacramento Boat Show at Cal Expo. Admission \$4. (916) 482-8190.

March 14 — Coronado 25 race/cruise clinic. Berkeley Yacht Club. Speaker, Paul Kamen. 9:30 a.m. to 3 p.m. For details call Elaine Kozak at 332-3380 or Bill Rossman at 682-4612.

March 24 — Potluck dinner and discussion by Franz Klitza on Learning the Ocean — How to Sail With Confidence in the Gulf of the Farallones. Richmond Yacht Club. 7 p.m. Sponsored by MORA. For details call Bud Frazee at 828-7407.

May 24 — The Golden Gate Bridge birthday party, everybody invited.

Expeditions — The Oceanic Society has published its catalog of 1987 expeditions to explore oceans, watch whales and learn about natural history. For a catalog write Oceanic Society Expeditions, Fort Mason, Building E, San Francisco, CA 94123 or call 441-1106.

Racing

February 7 — Marina Del Rey to Puerto Vallarta Race. For IOR or PHRF boats. Put up the chute and go! Del Rey YC, (213) 823-4664.

February 19 — MEXORC (Mexican Ocean Racing Series) begins. Contact the Mexican Sailing Federation, 227 Colton St., Newport Beach, CA 92663.

SORC — Boca Grande Race — February 26; St. Pete to Ft. Lauderdale — March 1; Lipton Cup — March 12; Ocean Triangle — March 14; Miami-Nassau — March 17; Nassau Cup — March 20.

ANO NUEVO RACE MARCH 14 & 15

Name: _____

Address: _____

Phone: _____

Yacht Name: _____

Yacht Type: _____

Rating: IOR: _____

Yacht Club: _____

PHRF: _____

Entry Fee If Mailed: Before February 15 — \$25.00
After February 15 — \$30.00

Make Check Payable To:
Patricia Womble Sr. RC Chairwoman
P.O. Box 91, Monterey, CA 93942
(408) 372-9686



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Occupancy has begun, but there are still some 30-ft to 50-ft berths available in this new fully-secured marina. Send for an application today and you'll be able to select your berth from among those remaining.

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Please rush me an application for a berth at South Beach Harbor.

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Address _____

City/State/Zip _____

Home phone _____ Business phone _____

Mail to: South Beach Harbor,
The Embarcadero at Pier 40, San Francisco, CA 94107
or call: (415) 495-4911

CALENDAR

March 7-8 — Big Daddy IOR Regatta and party. Richmond Yacht Club. For information call Malcolm Gregory at 326-6484 or Harris Lavine at 237-6180.

March 14 — Ano Nuevo Race from Monterey to the Ano Nuevo buoy and back. Help kick off the ocean racing season with this 80-miler. (408) 372-9686 for more information.

March 14 — Newport to Cabo San Lucas Race. Application deadline February 21. (714) 673-7730.

March 28 — Singlehanded Farallones Race. Sponsored by the Singlehanded Sailing Society. For details call 332-5073.

March 29 to April 5 — Sea of Cortez Race Week, sometimes known as the "most fun you can have with your clothes on" Race Week. Events for cruisers, racers, kids, dinghies, whatever. Lots of food, beer, sunshine, sailing and nice people. 383-8200.

April 4 — Doublehanded Farallones Race for monohulls and multihulls. Sponsored by the Bay Area Multihull Association. For information call Don Sandstrom at 339-1352.

April 11 — Doublehanded Lightship Race. Proceeds to charity. For details call 769-8257.

April 11, 1987 — Guadalupe Single/Double Handed Race. A Southern California classic put on by the Pacific Singlehanded Sailing Association. The distance: 630 miles, the record: 5 days, 20½ hours. Interested? Call Steve Boothe at (213) 823-8868 and leave a message.



"Anybody got a deck of cards?"

WRA Winter Series — 2/14, 3/15, 3/21, 4/11. Sandy Harris, 922-6334.

Midwinter Series — Metropolitan/Berkeley YCs — 2/7-8. 832-6757.

Golden Gate YC — 2/1. 346-BOAT.

Sausalito Cruising Club — 2/7, 3/7. 332-9349.

Corinthian YC — 2/21-22. 435-4771.

Richmond YC — (SBRA), 2/22. 444-4144.

Lake Merritt Sailing Club — 2/16, 3/15. 465-1287.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

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COASTAL CRUISES**

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CALENDAR

Please send your calendar dates **by the 18th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but *please* only one announcement per page!

February/March Weekend Tides

date/day	max. current	slack	maxi. current
1/31/Sat		0253	0516/3.0E
		0831	
	1123/3.3F	1417	1729/5.1E
2/1/Sun		2117	
	0016/4.1F	0332	0605/3.3E
		0929	
2/7/Sat	1219/3.1F	1514	1816/4.3E
		2200	
		0232	0523/1.7F
2/8/Sun		0805	
	1133/3.4E	1549	1907/2.7F
		2212	
2/14/Sat	0053/1.1E	0333	0624/1.7F
		0859	
	1233/3.7E	1641	1958/3.0F
2/15/Sun		2305	
		0203	0422/2.6E
		0737	
2/21/Sat	1030/2.7F	1319	1632/4.5E
		2019	
	2315/3.4F	0232	0500/2.9E
2/22/Sun		0815	
	1109/2.7F	1400	1709/4.2E
		2047	
2/28/Sat	2344/3.3F	0007	0326/1.9F
		0610	
	0947/3.9E	1402	1703/2.6F
3/1/Sun		2037	
	2231/1.3E	0127	0435/1.8F
		0717	
3/7/Sat	1054/4.2E	1511	1825/3.0F
		2149	
	2343/1.4E	0132	0407/3.6E
3/8/Sun		0726	
	1020/3.8F	1318	1620/5.0E
		2003	
3/14/Sat	2300/4.1F	0207	0449/3.9E
		0815	
	1109/3.7F	1410	1703/4.4E
3/15/Sun		2042	
	2335/3.7F	0054	0332/1.3F
		0618	
3/21/Sat	0942/3.1E	1414	1737/2.3F
		2044	
	2245/0.9E	0211	0048/1.2F
3/22/Sun		0725	
	1052/3.1E	1518	1842/2.5F
		2147	



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(415) 332-7505

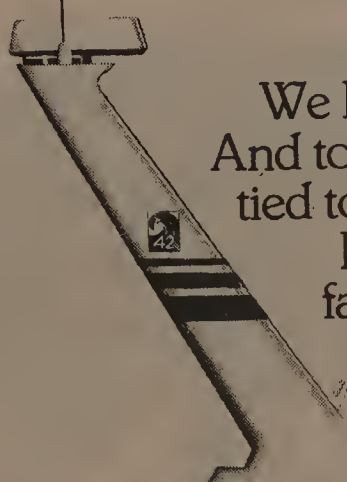
The Protector



GOING CRUISING? Did you know that you may not keep guns on your boat? (All firearms must be surrendered the day you enter port and are not returned until the day you depart.) You need the Machete Stopper. Stainless Steel weapon UNIT for any 25mm flaregun. Looks just like a 25mm Parachute Flare but designed for a .410. Protect yourself for only \$99. (Beautifully designed.)

**A. Starz, 13953 Panay Way,
Marina del Rey, CA 90292**

If you're going to keep her tied up, kindly turn the page.



We Kiwis are, well, obsessed with sailing. And to keep a boat like our South Pacific 42 tied to the dock is crazy, mate.

For us, a great cruising boat has to be fast. Safe. And comfortable.

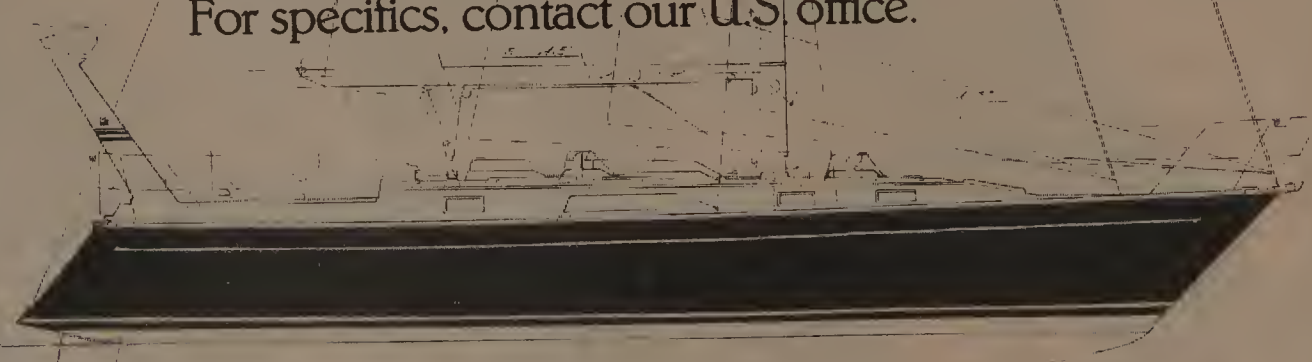
For fast passages, her winged keel rates high in performance, yet shoal in draft.

High Modulus Fabrics, the New Zealand firm who created the laminates for our plastic 12-metre, helped us develop a boat that's light and strong.

Her interior's uncluttered and distinctly modern. There's not a trace of brass. And in place of teak, we used a light, golden kauri.

If you like, you can pick her up "Blue Water Equipped" and sail home.

For specifics, contact our U.S. office.



New Zealand Marine Ventures, Ltd.
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SOUTH PACIFIC 42

Designed by Robert H. Perry. Built in New Zealand.

LETTERS

□ HOW I CAME TO LOVE OLIVE OIL LAST SUMMER

Last summer a few friends and I took my Spencer 35, *Imanja*, for a month's cruise to Catalina and the Channel Islands.

We left Sausalito with the tide on a dark and foggy night. By the time we reached Mile Rock there was no wind. So we turned on the diesel to motor past the shipping lanes for a clear passage south.

Four hours later I was awakened by intermittent acceleration and deceleration of the engine. Upon inspection, I discovered that the transmission had run dry so that power was not being transferred to the propeller. Not having any transmission oil, I decided to kill the engine. Dead in the water, we hoisted sail for Santa Barbara.

For two days we continued south, most of the time in a fogbank that obscured all visibility. Celestial navigation was out of the question. I had a Loran aboard, but the transmission problem had somehow 'spiked' the receiver, making it virtually impossible to read the TD's. So we proceeded by DR.

It would be a pleasant and mostly uneventful passage. One afternoon we spent several hours sailing amidst a pod of grey whales which swam around and under the boat. On another occasion we landed a 4½ foot blue shark. It was returned to its element after some of the more sensitive members of the crew decided it was too beautiful an animal to filet. We saw plenty of other sea life and had fun rigging all kinds of sail plans for self-steering and maintaining our speed.

Our landfall in three days was at Arguello. Since I hadn't had a fix since Mile Rock, I paid very close attention to the depthsounder and approached the coast with utmost caution. Straining our eyes through the fog, we could almost make out the breakers on the coast. Then suddenly a drilling platform appeared. I hailed them on the radio for their position, which provided us with our fix!

The wind finally piped up once more as we neared Conception, and we had a sleigh ride all the way down the Santa Barbara Channel. At sundown the wind died again. As we sat there waiting for the offshore breeze to fill in, we saw the biggest Great White I have ever seen. It must have been 20 feet long!

Once a steady offshore breeze came up we were able to reach toward Santa Barbara. With the swell on our stern quarter, we were able to surf for incredibly long rides. We timed one surf at 93 seconds — not bad for a full-keel boat!

Finally, around 0200 the wind died completely once again and we lolled around about a mile west of Santa Barbara Point, some 250 yards off the beach. The swell was putting us toward shore and we had no steerage. In fact, our sloop was being set by the current so we were drifting backwards toward Santa Barbara!

We debated whether to drop the hook closer to shore or to wait until the wind returned. While considering the decision, we decided that the problem with the transmission was a hydraulic one, and that what was needed was fluid — any fluid. Descending into the galley, I found an unopened quart of Italian olive oil, which, after some hesitation, I poured into the transmission. I cranked the diesel, put her into gear, and we started to move. Half an hour later we were tied up inside the Santa Barbara Harbor.

We'd been saved by a bottle of olive oil.

The rest of the trip was anticlimactic. After sealing the leak in the transmission, we dealt with a fire in the engine compartment, I broke my kneecap, and had more than the usual number of repairs at sea. But that's another story.

Which brings me to the real reason for this letter:

In seeing the amount of drilling platforms that are currently in Southern California waters, few of which are marked on charts, I asked a Santa Barbara geologist friend if he could draw up a list of all the platforms and their respective positions. I am enclosing a list of

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C&C Landfall 48

This Pilothouse Cutter was built in 1982 and commissioned 1985 for its first owner to cruise the West Coast, from Mexico to Canada. The yacht is a high performance design offering speed, stability, and great comfort, and can be easily handled by two. Complete navigation inventory, watermaker, generator, inside steering, and sail inventory make it possible to provision and go.

Asking Price:
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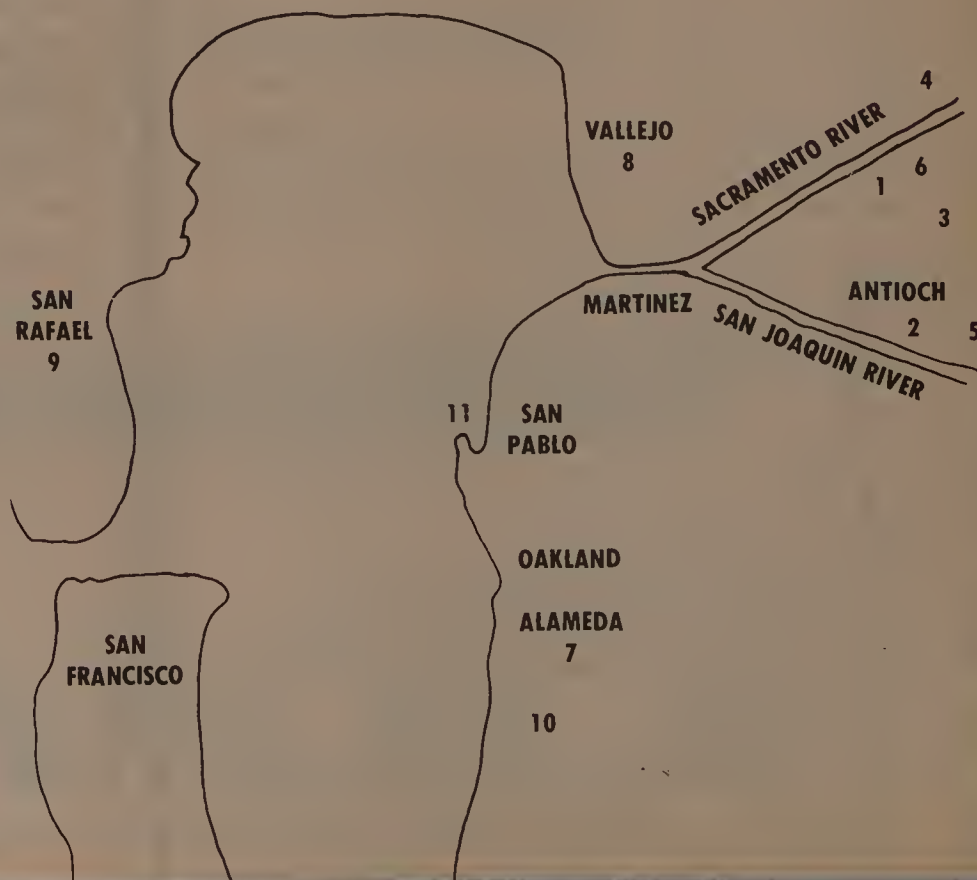
1. Bruno's Island Yacht Harbor
(916) 777-6084
2. Cruiser Haven Marina
(415) 634-3822
3. Herman and Helen's Marina
(209) 951-4634
4. Hidden Harbor Marina
(916) 775-1313
5. Holland Riverside Marina
(415) 684-3667
6. Owl Harbor Marina
(916) 777-6055

BAY:

7. Ballena Bay Marina
(415) 523-5528
8. Glen Cove Marina
(707) 552-3236
9. Loch Lomand Marina
(415) 454-7228
10. Alameda Marina (415) 521-1133
11. Point San Pablo Marina
(415) 233-3224

*Prices Vary \$2.75
to \$5.37 (med.)/ft.

Deep Draft available
at selected sites



LETTERS

current and future platforms in the Santa Barbara Channel and off-shore of Santa Maria for your readers to mark on their charts. If you

Oil Platform	Latitude	Longitude
Gilda	34°10'56.435"	119°25'06.830"
Grace	34°10'46.456"	119°28'04.188"
Hazel	34°22'56.000"	119°34'01.290"
Heidi	34°20'32.727"	119°31'07.068"
Hilda	34°23'19.022"	119°35'42.032"
Hope	34°20'26.854"	119°31'50.792"
* Gail	34°07'30.285"	119°24'00.785"
Hermosa	34°27'19.5904"	120°38'47.380"
Hidalgo	34°29'42.056"	120°42'08.402"
Hondo	34°23'27.000"	120°07'14.000"
** Heritage	34°21'00.000"	120°16'04.000"
*** Independence	34°37'52.000"	120°45'19.000"
Harmony	34°22'37.000"	120°10'03.000"
*** Heather	34°23'36.000"	120°19'43.000"
Hogan	34°20'16.000"	119°32'29.000"
Houchin	34°20'06.000"	119°33'08.000"
Habitat	34°17'11.000"	119°35'17.000"
Helen	34°26'37.879"	120°17'49.414"
Herman	34°25'53.351"	120°22'53.130"
Harvest	34°28'08.900"	120°40'50.900"
A	34°19'54.790"	119°36'44.889"
B	34°19'56.428"	119°34'17.529"
C	34°19'58.534"	119°37'50.761"
Gina	34°07'18.000"	119°16'34.531"
Irene	34°36'37.512"	120°43'45.938"
** Julius	34°55'48.000"	120°49'55.000"
*** Hayley	34°24'32.349"	120°27'19.899"
*** Haven		
*** Heron		
*** Hercules	34°26'01.854"	120°10'09.785"
Henry	34°20'00.000"	119°33'38.000"
Holly	34°23'24.000"	119°54'19.000"

- * Waiting in Long Beach harbor for Coastal Commission approval.
- ** Under construction.
- *** Proposed.

should ever find yourself nearing Arguello in thick weather, plotting these rigs might help you establish your own position.
And if all else fails, don't forget the olive oil.

Michael Dunev
Imanja
Sausalito

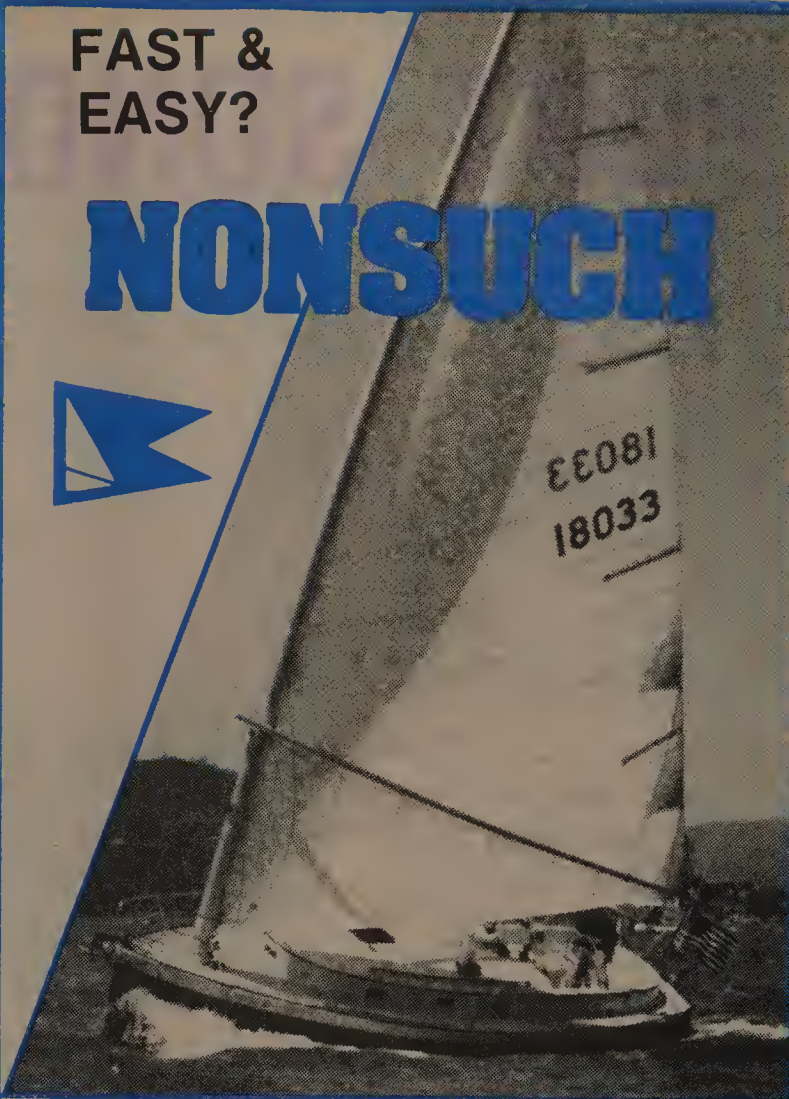
Michael — Thanks for the list. Not only might it help some sailors establish their position, it might save a few from ramming platforms in a thick fog.
We must caution sailors, however, that the platforms aren't the only hazards in the Santa Barbara Channel. The last time we sailed in the vicinity there were all kinds of unlit barges, buoys, and other objects, all of which could more than scratch the gelcoat of a cruising boat bombing along with reduced visibility.

IN CASE WE GET CAUGHT

I own a CS-36 sloop, which has a fin keel and spade rudder. My family, which includes my wife and three small children, plan to make major ocean crossings on the boat.
I have read and discussed with other people the various methods for handling a boat in ocean storm conditions — force 10 or higher — and have found that opinions I get are contradictory.
Some say to hang drogues from the stern; some say to hang drogues from the bow and face the weather; some say to go with bare poles or a very small headsail and run with the weather; and others say to heave-to.
Everyone who expressed an opinion felt that their method would best preserve the rudder. I have determined that under bare poles

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EASY?

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NONSUCH

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- The S.F. Bay Nonsuch Association is sponsoring 10 events: races, cruises & raft-ups for 1987
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STILL RETAINS THE
RELAXED, COUNTRI-
FIED ATMOSPHERE
THAT MAKES IT ONE
OF OUR FAVORITE
SUMMER SPOTS!"

Latitude 38



*12 NAUTICAL MILES TO
SAN FRANCISCO BAY

*25 NAUTICAL MILES
TO THE CITY
OF PITTSBURG
(BEGINNING OF THE
DELTA REGION)

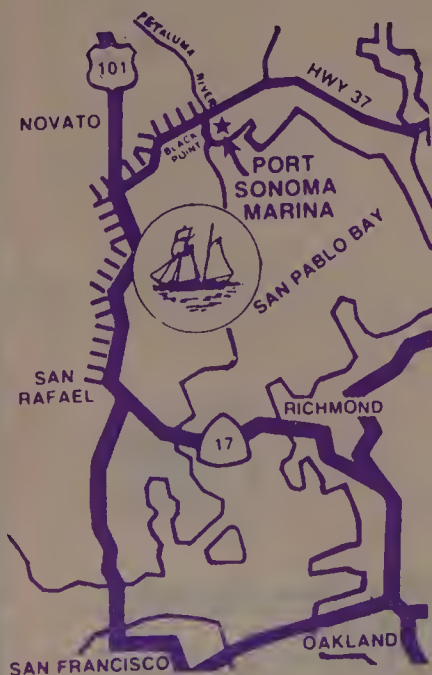
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Now, because of HOOD's experience you have a choice; the extra feature SEA FURL for the competitive sailor or SEA FURL LD for the cruiser who wants a simple, effective furler/reefer without the expense of a multi-purpose system.

The key differences are that the SEA FURL is an integral part of your headstay and uses a Gemini-type twin groove headfoil that is aerodynamically efficient and an easily removable collector drum so that you can go racing.

SEA FURL LD uses a line driver and endless loop line. The luff extrusion is round, so it is less aerodynamic but has a smoother furling action. And, because it fits over your existing headstay, you can install it yourself.

SEA FURL and SEA FURL LD

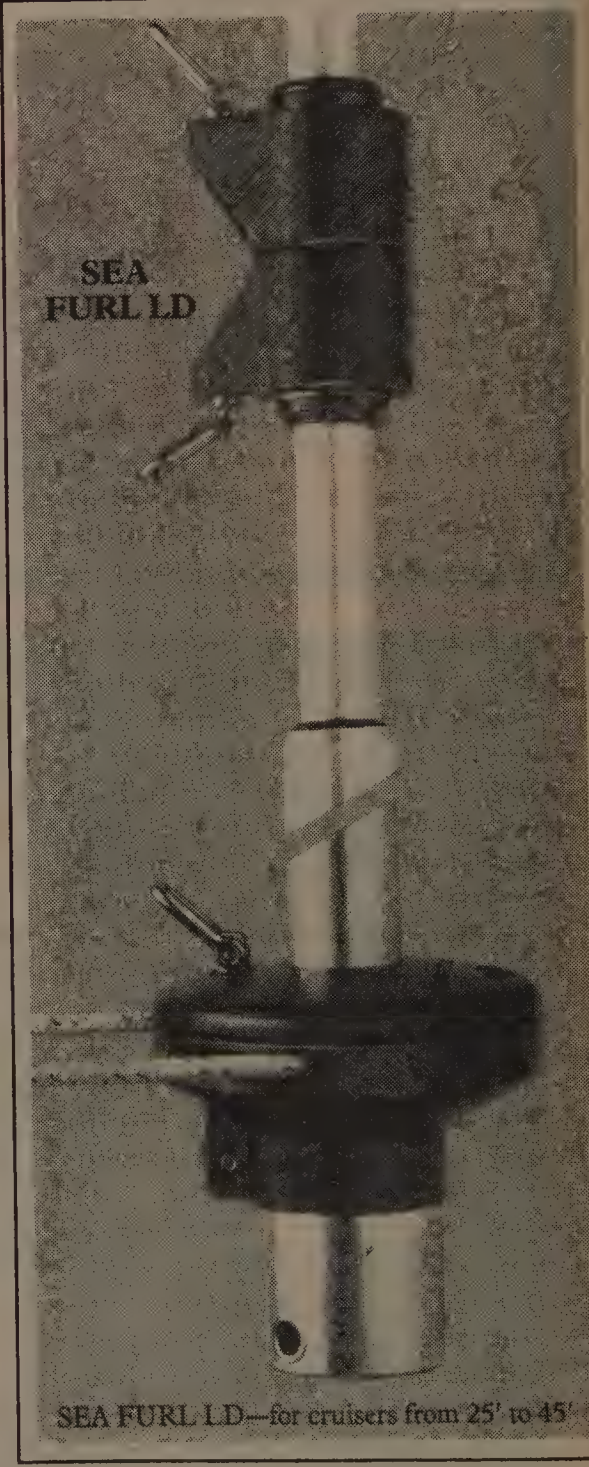
Simply the most popular, best engineered and best made headsail furler/reefer hardware available anywhere. Couple either one with a StarCruiser™ genoa and your foretriangle will be as high tech as you can get.



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LETTERS

the center of lateral resistance on my boat causes the bow to fall and point away from the wind.

Most of the people and authors who expressed opinions on the subject have not actually encountered true storm conditions themselves, and are rendering advice which does not come from experience.

I hope I never have to go through this dreadful storm experience, but I do want to be prepared since the safety of my entire family will be at stake.

I am asking your readership — those who have actually experienced these ocean crossings — to render their opinions on how best to control our 36-ft sloop in storm conditions.

J.E.K.

Northern California

J.E.K. — We're delighted to publish your request for experience-based information on enduring sustained winds of 48 to 55 knots and seas to 29 feet. Unfortunately — or perhaps fortunately — there aren't that many folks who will be able to help you out.

If we were the betting kind, however, we'd wager that you're still going to get a variety of answers — even from single individuals. There are lots of different 'kinds' of 50 knot winds and huge seas, each one likely to require a different response.

A few months ago Bob Jensen of Simoon explained how he had to fiddle with different techniques during a nasty three-day blow on the way from Hawaii to Alaska. The same was true for John Neal when he sailed Mahina through the edge of a hurricane a few months back. We also remember talking to the crew of Black Magic after the brutal 1979 La Paz Race that knocked out 27 of 33 entries. Their initial response — in a boat not too dissimilar from yours — was to continue going to weather with a storm jib. After a while they decided that a feathered small jib might better help them negotiate the tremendous seas. It not only did that, it also propelled them to first in fleet honors.

So don't be disheartened if the consensus answer you get is: "Whatever works." They're not being facetious.

☐ NOT THE LIVELIEST PLACE IN LATIN AMERICA

Enclosed is my check for a three year subscription to your enriched gossip sheet.

On a recent business trip to Panama, I carried a dozen Latitude 38's to the Balboa YC — ugh! I could have brought them to a morgue!! However, by the time a cerveza was downed at least one copy was being fingered.

If this qualifies for a t-shirt, my size is large.

Seth Hargrave
Irish Mist
Vallejo YC

Seth — All international deliveries of Latitude 38 qualify for a Roving Reporter t-shirt.

☐ DRAMA AND LICENSE

A group of us who started out together over a decade ago in Los Angeles have now re-convened in San Francisco Bay after many miles and years of cruising. We were all very happy to see the letter from our old pal, Bill Amberg, last month, in which he endeavored to add another blossom, as it were, to the rich, tangled vine of nautical lore.

Unfortunately, the drama and license that Bill is accustomed to as an internationally renowned film-maker has colored the native plain-speaking honesty beaten into him by years of unflinchingly facing the

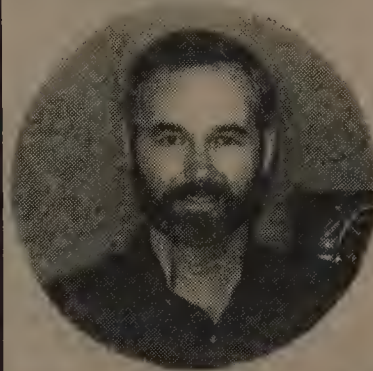
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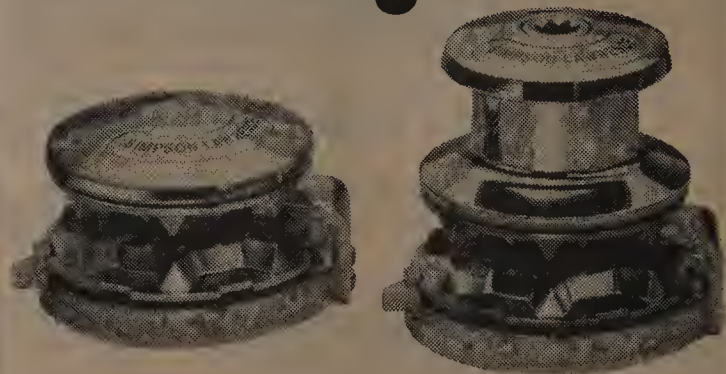


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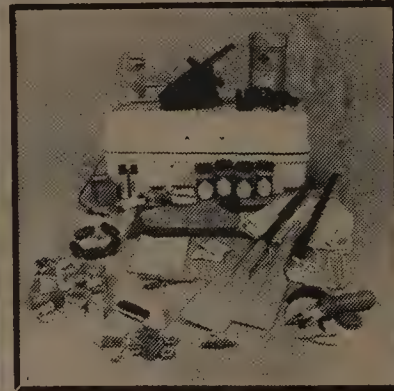
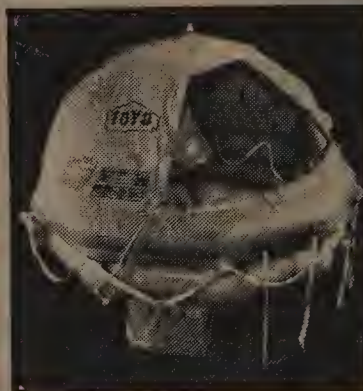
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UNION 32

TWO TO CHOOSE



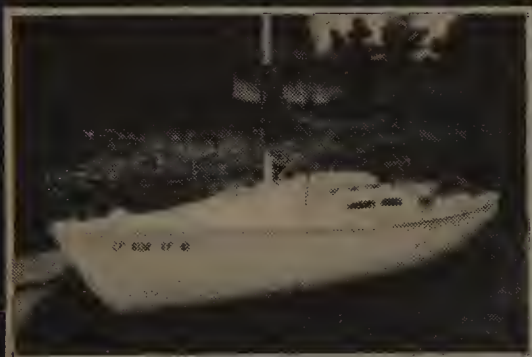
- 1.) Demo 1986 model, well equipped, little use

... \$59,950

- 2.) Factory Discontinued 1986 model, needs a little T.L.C.

... \$54,950

TRADE-IN — CLEAR OUT!!!



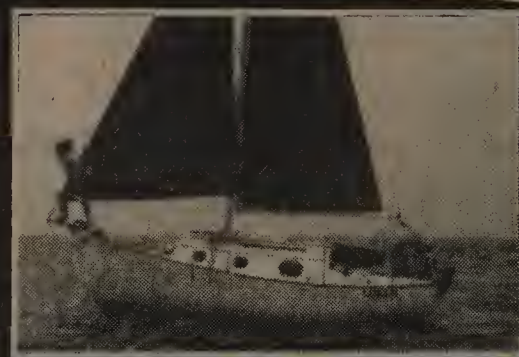
ERICSON 23

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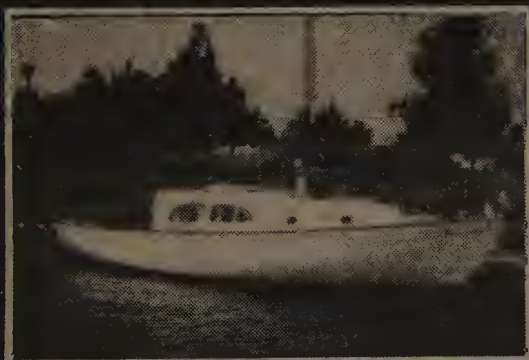
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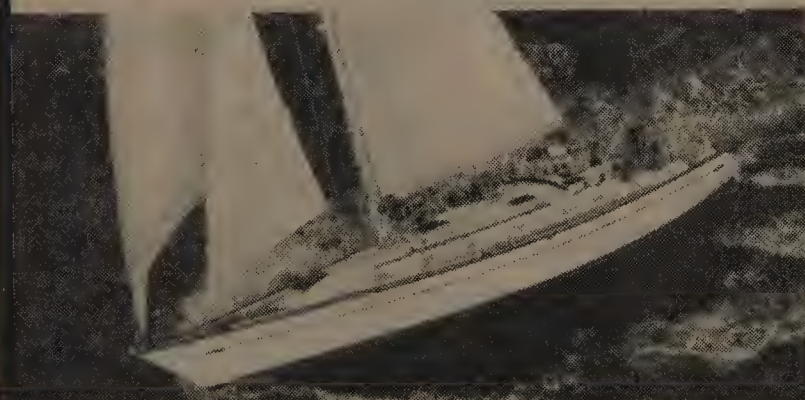


TAYANA

FOUR MODELS TO CHOOSE FROM



TAYANA 37 Cutter — Mark I, Mark II, pilothouse & ketch. Displ. 22,500 lbs, 11'6" beam, 5'8" draft, 8,000 lb ballast, 861 sq ft sail area. Finest offshore sailing yacht available. Easily handled by a couple, comfortable enough to liveaboard. Mark I cutter sailaway: \$74,500.00.



TAYANA 52 Cutter, aft cockpit and center cockpit plan. Displ. 38,570 lbs, 15'1" beam, 6'6" draft, 14,800 lbs ballast, 1,156 sq ft sail area. Robert Perry design. Whether lying at anchor or playing with the sweeping seas, the Tayana 52 is an eye stopper of first magnitude — a magnificent sailing machine! Sailaway: aft cockpit \$179,000.00. Center cockpit \$189,000.00.

Congratulations!

Our thanks and best wishes to these recent Tayana buyers

Tayana 37 Mark II — John Schrum — Jack London Marina, Oakland

Tayana 37 Mark II — Victor Morris — Palo Alto, CA

Tayana 37 Mark II —

Selden Parmalee — Jack London Marina, Oakland

Tayana 37 Mark II —

Chalmers & Robin Ingersoll — Jack London Marina, Oakland

Tayana 37 pilothouse — Helder & Lana Goulart — Rodeo, CA

Tayana 37 Mark II — James & Sue Harris — Reno, NV

Tayana 37 Mark II — Dean Abbott/Leslie Stone — Merced, CA

Tayana 37 Mark II — Danny & Jane Peterson — Sunnyvale, CA

Tayana 42 aft cockpit — Douglas Gray — Lahaina, Maui

Tayana 42 aft cockpit —

George & Phyllis Petty — Newport Beach, CA

Tayana 42 aft cockpit —

Walter Abernathy — Jack London Marina, Oakland

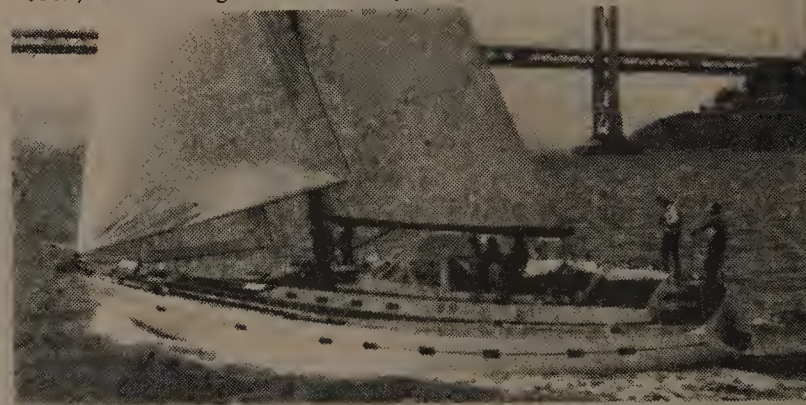
Tayana 55 center cockpit —

Lew & Nadja Warden — Jack London Marina, Oakland

Smooth sailing in 1987



TAYANA 42 Cutter center cockpit & long cabin aft cockpit models. Displ. 29,147 lbs, 12'6" beam, 5'10" draft, 11,800 lbs ballast, 1,009 sq ft sail area. Two popular models to choose from. Robert Harris design. Above deck she is "overrigged" and all gear "oversized" to insure reliability for extended offshore use. Sailaway — center cockpit \$109,500.00. Long cabin aft cockpit \$103,500.00.



TAYANA 55 Cutter center cockpit. Displ. 48,400 lbs, 16'1" beam, draft 7'2", 17,600 lbs ballast, 1,635 sq ft sail area. Pieter Beeldsnider design. Speed with extraordinary ease in handling, even by two people. A tall rig cutter with great sail carrying capacity which will allow the yacht to reach her inherent high speeds at all points of sail. See this yacht at Windships. Sailaway: \$216,000.00.

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We really mean "Ask the sailor who owns a Tayana". Our customers are sailing them all over the world! Make a comparison in quality, available options and what you get for your dollar. The Tayanas are production sailboats, a number of standard layouts are available, but if you want your own custom interior as many of our customers do, we have inhouse design and engineering services available for you. The building yard has engineering and drafting departments to translate your custom intent. Do you realize how few yacht builders will build to your desires? Why not have the interior that suits your tastes? Ask us about custom design.

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LETTERS

open sea. In short, his version of the origin, meaning, and use of the term "anu" is poppy-cock. Shear rubbish. Unfounded *merde*.

The truth is, back in the days when we were all readying our boats in Redondo Beach for going south, we all installed VDO sum-logs and sailed the measured mile off Marina del Rey. It soon became obvious that our sum-logs were measuring speed through the water in something more flattering than knots.

One of our number, who affected some scientific knowledge — he studied worms — dubbed these units "arbitrary nautical units" or "anus". These referred not to the increments between the whole units on the knotmeter, but were the unit of speed. Thus, Bill's Islander 34, *Off Shore*, could be said to be doing "six-and-a-half anus" when nobody in the world would believe the six-and-a-half knots claimed by the sum-log.

The purpose and function of this new unit of measurement was, and is, to provide us the appearance of a certain smug modesty about the performance of our boats that others might well emulate.

Dan and Jane Higgins

Starboard Hiller, Provider

Lon and Susie Woodrum

Jolly Tar, Hooligan

Jim and Joanie McCammon

lone

□ SAILING WITH THE SANDINISTAS

I must comment on the remarks of the skipper of *Sea Urchin* in the *Changes in Latitudes* of your December issue. He states that he entered a cove south of Corinto, Nicaragua to make repairs. I would have to call that an extremely foolish and dangerous thing to do. Entering a cove of a country in which you have not formally entered is always ill-advised and that same act in a country at war (i.e. fighting for its very survival against an overwhelming enemy — us!) is downright suicidal.

We on *Sunflower* visited Corinto in February of 1985, just one month earlier than *Sea Urchin*. We were treated with courtesy and respect in spite of our nationality. Not having made advance arrangements, we were only allowed a three-day visit — this even though we were not in need of repairs. The crew of probably the same patrol boat *Sea Urchin* encountered became our friends — especially the skipper, a young lieutenant. Speaking some Spanish is very helpful! Since returning to the U.S. we have made the necessary contacts to obtain permission for a longer stay in the future.

Obviously, the Sandinista government is not encouraging visits by pleasure boats. Hopefully an administrative change in Washington in 1988 (I hope they are allowed to exist that long) will normalize relations and permit cruising boat visits. Previously, I had stopped in Corinto in 1979, three weeks after Somoza departed, and had no difficulty even then. I am sure your readers will remember the U.S.-backed dictator Somoza. Why does our government consistently back repressive regimes and destabilize successful indigenous movements?

Sunflower is a 28-ft pilothouse cutter presently stored in Cape Canaveral, Florida, owned by Cristin Anderson and George Gaskill.

George Gaskill

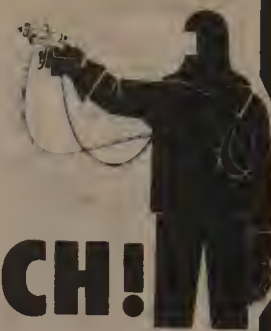
El Granada, CA

□ WHAT IS A 'PINK JOB'?

We recently attended the Long Beach Boat Show in hopes of purchasing many items for cruising. Mark's list was long — everything you could imagine. Mine was short. Since cooking is a 'pink job' on our boat, all I wanted was a new stove.

About 15 or 20 years ago, someone had installed a non-marine

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LETTERS

stove onboard our boat. Granted, it served its purpose, but by the time I inherited it, it was totally corroded. When the thermostat finally rusted off and fell into one of my cakes, that was the last straw. It was time for a new stove!

So I went to the boat show armed with information on every stove I considered, having seriously studied the possibilities for the previous year.

Luckily for me, West Marine Products was at the show, so I ordered a Force 10 three-burner propane stove with oven and broiler. Originally, I had been concerned about whether it would fit or not, but the West Marine people told me that if it didn't fit I could return it for a full refund. There was no risk involved!

When my new stove arrived we installed it with no problems in regard to the fit. In fact, it fit perfectly and the installation was so simple. The only problem was that one of the top burners gave me grief. So I called West Marine in Dana Point and talked to Bill Heller, the manager. He said, "no problem, bring it back." Within three days I had a replacement stove onboard. It works great!

I have since spoken to Bill Stelle at Force 10 and discovered that they were willing to back their product up, too. I have never been so pleased with any product and marine store as my Force 10 stove and West Marine.

P.S. In the November issue you had an article on heaters. If you do one on stoves some day, please mention the Force 10. With all its safety features and quality construction, it's top of the line!

Fryhoff
Capistrano Beach

Fryhoff — What a coincidence. Right about the time you bought your Force 10 from West Marine, we bought one for Big O, our charter boat in the Caribbean. Our only problem was getting the stove inside the boat — we had to tear a little trim away.

But once inside and installed, we've been as delighted as you with it. We particularly like how the oven door 'disappears' when you open it and how you can turn the burners way down without them going out.

We're certain there are other fine stoves around, but had we to do it again, we'd gladly purchase another Force 10.

THANKS

We have just completed a refit of our Aries 32, *Claire* and would like to take this opportunity to thank people who provided us services and helped us with their experience and advice. Without exception the quality of services and workmanship was excellent.

First, Classy Classifieds where we found the boat. Then John at The Boater's Friend; Bob of Bob's Bottoms; The Bilge Busters — Lance, Mary and John; Lon and Jeff, super-skilled carpenters for Woodrum Marine; John, Patrick and Oliver, the Bay Riggers; Tom at Starbuck Canvas; Howard and Herb at Sutter Sails; Claudia and Kris at West Marine; and Mike at Sausalito Yacht Harbor. Also, the Trieste Cafe espresso crew for keeping us warmed up.

To each and all, many thanks. May you all enjoy ebb tides, beam winds and long, warm horizons.

Felix K. Knauth
Elisabeth Heisler
Marshall, CA

TICKETS . . . AND SOMEONE SPECIAL

I want to thank you for supplying me with discount tickets for the Cow Palace Sports and Boat Show, and especially for putting them on your door for my pickup after work.

I continue to enjoy reading *Latitude 38* and must tell you that I

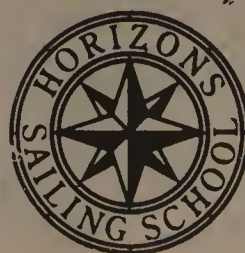
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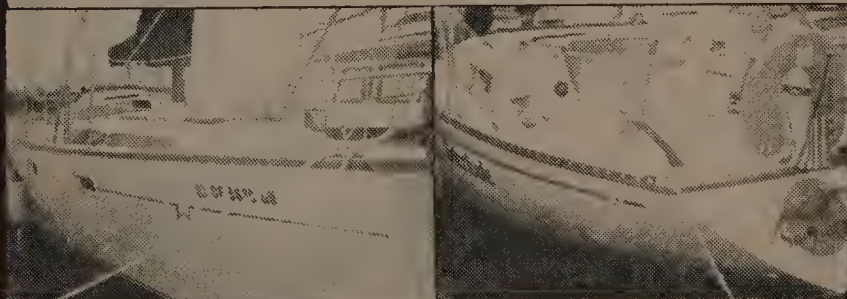


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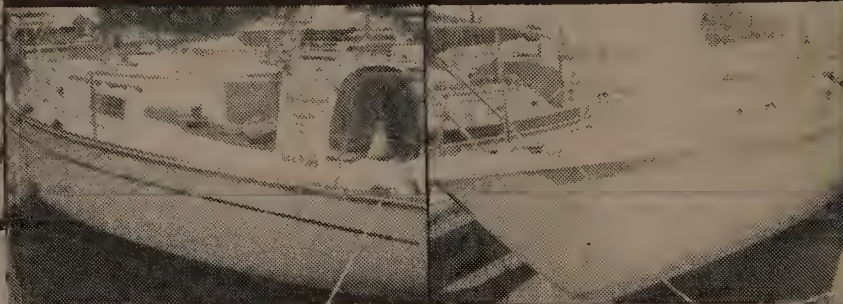
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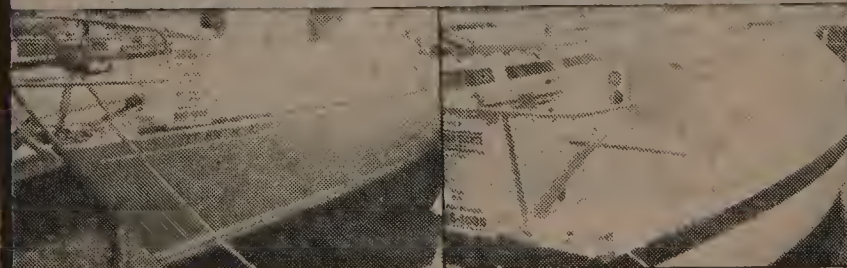
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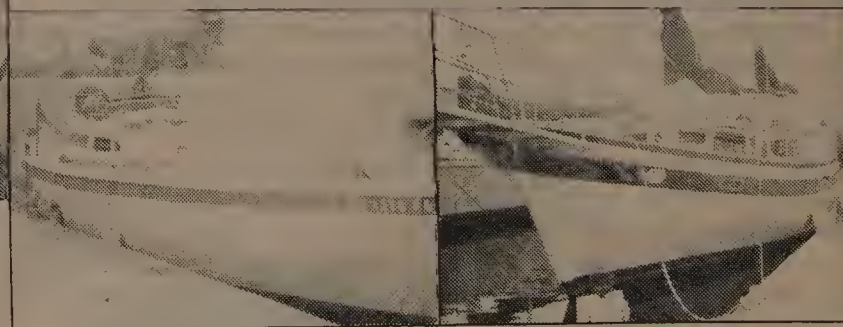
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Sparkman & Stephens Hylas 47, HiStar Motor Yachts

LETTERS

have had great success and fun since being listed on your Crew List. I have crewed on many types of racing and cruising boats and have also met someone special!

Thank you for a great publication; it's informative, interesting and a lot of fun.

Marilyn Bagshaw
Northern California

Marilyn — We're delighted we could be of service.

□ QUICK, GET ME THE HOTLINE!

After reading your "1987 Crew List Advertising Forms" in the January issue of *Latitude 38*, the Cal Sailing Club would like to announce its unique HOTLINE for on-call, seasoned racing crew to substitute for absent fixed crew members. This is a free service of the Crew Placement Service for Racing and Cruising.

Additionally, skippers are encouraged to meet their potential crew members at the CSC Sunday morning races. A wide range of capabilities may be found amongst our crew registrants, including navigators, rigging experts, radio operators, and avid adventurers.

Two CSC racers are 1986 Singlehanded TransPac veterans and many talk of La Paz races. Skippers may register their boat and crew needs on Sunday mornings at the Berkeley Marina, or may call (415) 644-3092.

Catherine Ashley
Crew Placement Organizer
Cal Sailing Club

□ LETTER OF THE MONTH

I think many of your readers will benefit from reading the letter my wife sent in response to the *Latitude 38* ad which was placed in the January issue.

FEMALE SAILING MATE NEEDED

Wife and family no longer interested in sailing. 43-year-old, professional male, tired of solo sailing, needs 30-40-year-old, discreet, petite, mature, college educated, adventuresome, professional lady for daysailing, weekending, vacation sailing and other boating related activities in the Bay Area. One-on-one relationship. No drugs. No diseases. 100 percent straight. Reply with current photo and resume.

The response:

Dear Sailor,

I was struck by your ad in Latitude 38 as my husband is 43 and has a wife and family no longer interested in sailing.

I'm 43, discreet, petite, mature, college educated, adventuresome (on land) and professional (lawyer). I don't do drugs (except cap-pucino), have no diseases and am 100 percent straight.

Seeing my husband a little lonely on his weekend trips to his beloved boat, I've even suggested he answer some Latitude 38 ads to hook up with someone who doesn't have a boat but wants to sail.

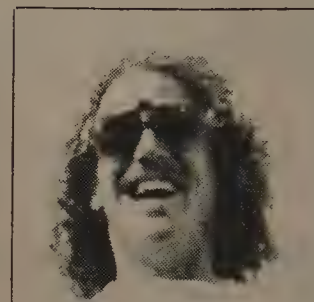
However, it seems written between the lines of your ad that you have chosen marital infidelity to be a part of your "boating-related activities". Is this true? Is this your answer to "wife and family no longer interested in sailing?" I'm no longer interested in sailing either, but I sure as hell am interested in my husband and so are the children. He's our guy, our man, our dad, our hero, our pain-in-the-ass. We'd be so hurt and feel so betrayed if he'd ever used his boat and us as people to dump on while he fucked around on the Bay.

You must be real bitter or upset or feel useless to the family. You're not. Can't you talk to your wife and/or kids? As a wife and mother, I know you're part of their fiber — you always will be. A fuck on the Bay can't really be a viable substitute for a family — even one with rotten teenagers.

JEFF WEISS HAS THIS TO SAY ABOUT LARSEN SAILS

"Winning the Moore 24 Nationals three years consecutively and winning two "United Way Day on the Bay" regattas wasn't easy. It took lots of organization. It took a seasoned, expert crew. And, of course, it took the best equipment.

"That's why I started racing with Larsen Sails in 1984. Since then I have never considered any other sailmaker.



JEFF WEISS, PRESIDENT
MOORE 24 NATIONAL
CHAMPIONSHIP ASSOC.

"Larsen Sails provides competitive boat owners like myself with the best in quality workmanship, personal service and the newest innovations in sail technology. I get all this at Larsen Sails and, most importantly, it comes at a reasonable price!

"I'd urge anyone in the Bay Area to visit the loft. Meet the staff, and talk to them about your sailing needs. They are there to listen and advise.

"Why should any performance sailor look for another sailmaker when they can have the best just around the corner? Take the drive and meet Dave Hodges as well!"



Larsen Sails inc.
of Northern California

1041-A 17th Ave., Santa Cruz, CA 95062
(408) 476-3009 & (415) 865-3009

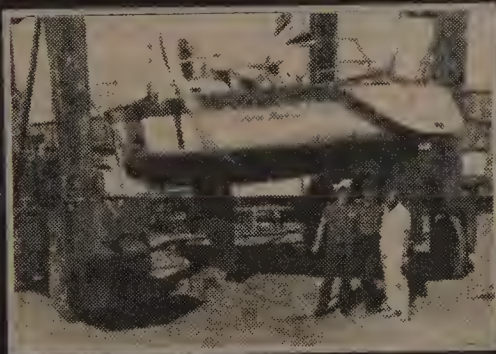
BRING US YOUR BOTTOMS!

**HAUL OUT AND
LAUNCH INTO SPRING!**

**SPRING SLING
SPECIAL: \$3.⁵⁰** per ft.
hull length
30-ft & up*
power or sail

INCLUDES:
Haul, Block, Pressure Wash,
Launch AND
**WE PAINT
YOUR BOTTOM****

*boats under 30-ft: 3.50/ft incl'g haul, block, pressure wash & launch
**labor for one good coat, materials extra



TRAVELLIFT TO 40+ TONS

We sell Z-SPAR and other quality materials
for your haulout needs.

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- Spar Repairs
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**TOP QUALITY
WORK ON ALL
JOBS**

**FREE
HAULOUT**

For all boats
requiring blister repair
& water absorbition
correction when we do
the work.

PLUS:

FREE
WRITTEN
SEAWORTHI-
NESS AND SAFE-
TY SURVEY WITH
EACH HAULOUT
by Michael Craig,
Yard Manager &
Proprietor

**ATTENTION FIBERGLASS
BOAT OWNERS:**

almost all fiberglass boats will develop this

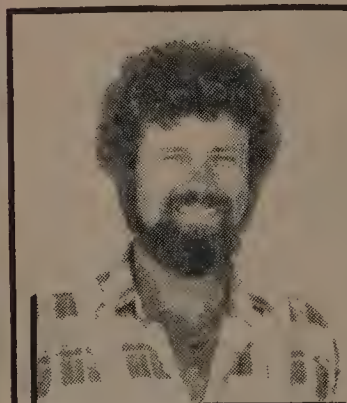
PROBLEM:



**OSMOTIC
BLISTERS** also known as:

- Gel Coat Blisters
- Boat Pox
- Etc.

are caused by
Water Absorbition
within the laminate
of fiberglass hulls



Michael Craig, Proprietor,
Seabreeze Boat Yard
"... the basic problem is *water absorbition*. The gelcoat allows water to enter the laminate causing the eventual delamination and loss of strength of the fiber/resin matrix. Early correction is important to avoid structural failure and must include complete removal of the absorbed water and replacement of the gelcoat with a truly effective barrier coat. If left untreated, expensive structural repairs to the laminate will be required."

SOLUTION:

There is **ONLY ONE WAY**
to PERMANENTLY COR-
RECT water absorbition
and other problems as-
sociated with it.

**SEABREEZE IS THE
YARD** that has de-
veloped a systematic re-
pair program which *cor-
rects* the *real* problem of
water absorbition. SIM-
PLE "BLISTER REPAIR"
DOES NOT WORK! Re-
pairing blisters on an in-
dividual basis is a super-
ficial technique that is
expensive and could very
well lead to reoccurrence!

**WE'RE THE LEADERS IN
THIS FIELD.** Do your
boat and your budget a
favor: schedule your next
haulout at Seabreeze.
**WE CORRECT WATER
ABSORPTION PROB-
LEMS PROPERLY.**

SEABREEZE BOATYARD (415) 832-4571/832-3675

Open Monday-Saturday, 8:00 A.M.-6:00 P.M.
Sunday By Appointment

280 - 6th Avenue, Oakland, Ca 94606
At The Embarcadero On The Estuary

LETTERS

Also, I do family law. There is nothing as bad as divorce for kids, and wives, and dads and your bank account. Half the boats for sale on the Bay are from divorces.

Shape up, skipper. Go and talk to your old broad. Pour your heart out — list your complaints, list the changes you want — give them at least a chance to meet you half way. Good luck.

A Fellow Reader

□ IF THE SHOES FEEL GREAT . . .

Speaking of quality products and people: Add Sebago Dockside Shoe Co. to your list.

A complaint about a defect got an immediate answer, a courtesy exchange, and a cheerful note from Paul Senechal hoping that I would remain a happy Sebago customer.

No problem: My feet tell me that Segabo is the best thing since Sperry quit making the clay court tennis shoe which was the ultimate boat shoe.

Jim Irwin
Novato

□ TWO FOR THE SHIRT

Your article on the grand old "R" boat, Ace, was great, but I think you made two mistakes. If I'm right does this qualify me for a Roving Reporter T-shirt?

First, you stated that the original owner of Ace was one "Art Russo". No doubt some famous mafioso of your acquaintance. The correct spelling of the gentleman's name is Rousseau, who was a member, along with his brother, Oliver, of a prominent San Francisco family. Among other things, the Rousseau's built wonderful homes in various parts of the City.

The other mistake is that Mr. Rousseau was never an owner of Ace, but of another "R" boat whose name was Lady Gay.

My uncle spent many wonderful hours sailing with Mr. Rousseau during those grand old days of San Francisco Bay sailing.

Edward W. Jose
Lafayette

Edward — Your shirt is in the mail.

□ NEED A RIDE HOME FROM RACE WEEK

I will be crewing down to Mexico in March in time for the Sea of Cortez Race Week, and am looking for a ride back, possibly with someone who is trailering their boat down and back.

If anyone has any interest in some company for the drive back, please contact me.

Rick Schweiger
P.O. Box 1374
San Carlos, CA 94070

□ PRO'S AND RACING

The Future of Yacht Racing read like a list of excuses, rhymes, and reasons for not owning a racing sailboat.

Steve Taft: "... Then it becomes racing between peers. The only problem is that if you don't beat the best guys, the victory is kind of hollow." I have never heard an amateur sailor who has beaten his peers, in any class or regatta, say his victory was hollow because Dennis or Tom were unavailable that day. On that day the best crew won!

Gary Weisman: "... I don't need more sailboat races to attend. But what about the seamstress who works in my loft? Would the ban mean that she can't go out with her friends on that weekend?" So far



FLASH ★ J/24 'BOSS HOGG'
2nd FLEET CHAMPIONSHIP

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One-Design, PHRF,
Cruising And
Traditional Sails.

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FOR A CALL TODAY
FOR A FREE TEST SAIL!

MOLLY

A MORE VERSATILE CATBOAT DESIGNED
FOR WEST COAST CONDITIONS

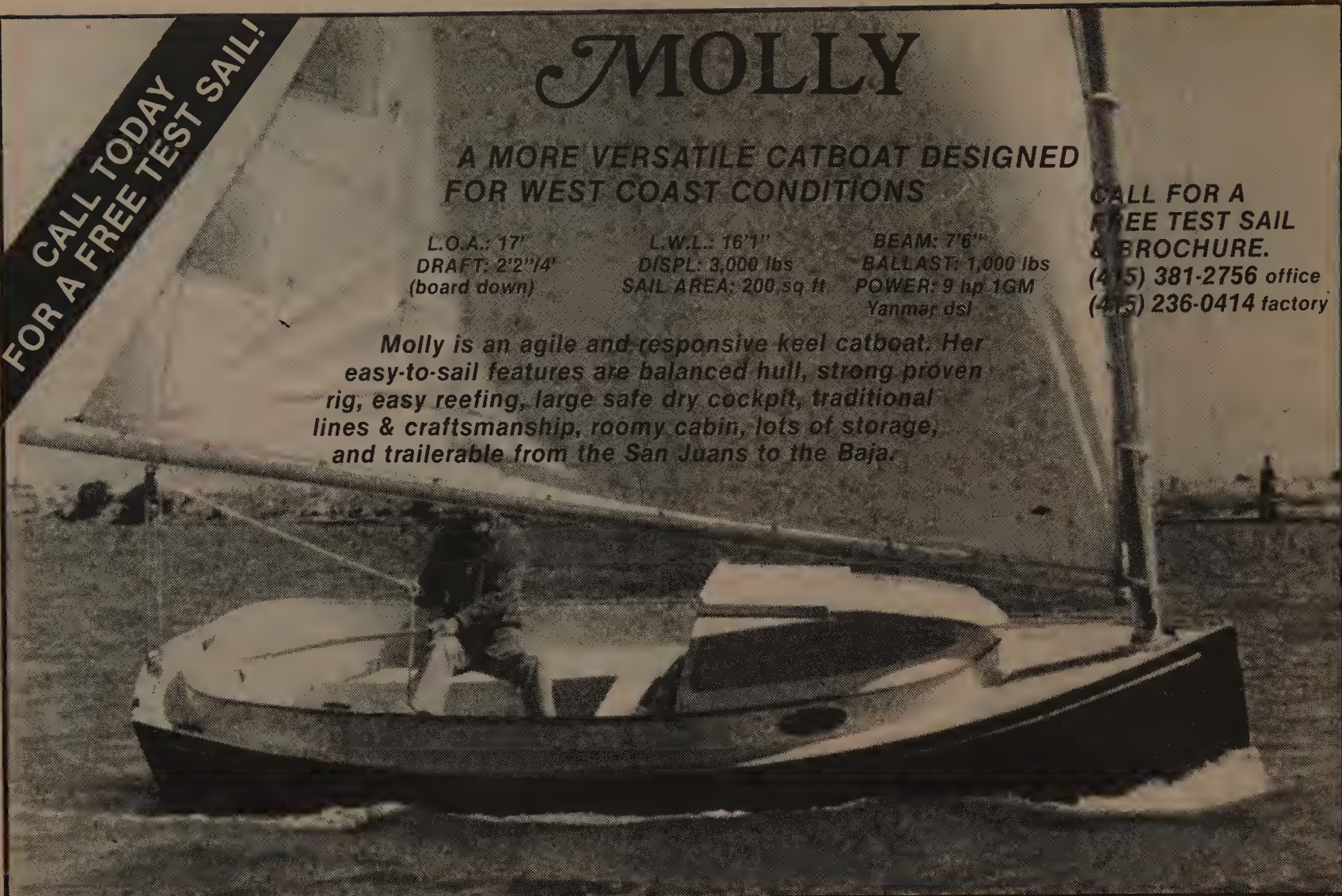
L.O.A.: 17'
DRAFT: 2'2"1/4"
(board down)

L.W.L.: 16'1"
DISPL: 3,000 lbs
SAIL AREA: 200 sq ft

BEAM: 7'6"
BALLAST: 1,000 lbs
POWER: 9 hp 1GM
Yanmar dsl

CALL FOR A
FREE TEST SAIL
& BROCHURE.
(415) 381-2756 office
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Molly is an agile and responsive keel catboat. Her easy-to-sail features are balanced hull, strong proven rig, easy reefing, large safe dry cockpit, traditional lines & craftsmanship, roomy cabin, lots of storage, and trailerable from the San Juans to the Baja.



WHALE POINT MARINE



Look for our
new super
discount
tables on
Wednesday
nights!

Everybody's headed for the 8th annual
WHITE WHALE SALE
10% TO 50% OFF!*

- Electronics • Foulweather Gear • Hardware •
- Line • Paint • Blocks • Rigging • Safety Equipment •
- Boat Shoes • Props • Life Jackets • Fuel Tanks • Anchors •
- Chain • Windlasses • Horns • Bar-B-Ques •

*purchases of \$20.00 or more

110 West Cutting Boulevard, Point Richmond, CA (415) 233-1988

LETTERS

I haven't heard any objections against seamstresses going sailing with their friends. The point is, that if the condition of sale of a suit of sails requires the expertise of a professional sailmaker on board during a race to give professional advice during that race, then a paid professional is on board and that is against the rules.

Jeff Madrigali: "... Most pros don't enjoy beating up other sailors in club races, but we have to service our clients." What a sad excuse for beating up on other sailors. I can only quote Jeff again, "... basically it's bullshit."

For four years I was either Class Measurer or President of the Moore 24 National Association. I personally believe that the demise of our one-design class on San Francisco Bay can be directly attributed to this whole professionalism issue. Those of us who were active in maintaining rosters, newsletters, and promoting our class activities got tired of being swamped by professionals at each of our Nationals. We had a ringer rule that we thought was explicit; no jumping in unless skippers are owners or qualified through various procedures. This proved impossible to enforce. It reached the point that encouraging weekend amateurs like ourselves to take time off from work, get crews to do the same thing, buy sails and equipment at retail and then go to the slaughter didn't make sense. It made less sense to encourage others and you know there was no help from the industry; they were at other Nationals.

Most owners wish to compete against their peers, and when a National Championship with 35 entrants can only get one owner-driven boat in the top ten, the owners are the losers, because only the winning sailmaker advertises his expertise. Who ever heard of sailmakers advertising 4th, 5th, 6th, 7th or 8th places? It doesn't help a class to have more than one sailmaker in attendance, because the class gets no additional advertising benefits. So maybe none would be best.

The USYRU recommendations for the different classifications of races will help our sport recover. Professionals can race for money put up by people who consider the advertising value to be beneficial. Corinthian sailors can race against their peers for pickle dishes. Both will be happy. The pros making money if they are any good, and the amateurs enjoying their hobby, racing weekends against their peers.

I would add that there are three Bay lofts that I would never buy sails from, just because of their past attitudes and actions in regards to this issue within our class.

Roger A. Heath
San Francisco

PRIDE BEFORE THE FALL

I read the letter on page 89 of the January issue which referred to an ad in another magazine that spoke of "bottom panting". The author of the letter said "They probably use a German shepard as a tool".

Just what is a "German sheperd" anyway? Now I know a German is a dog. Maybe 'shepard' is another example of low German? Or perhaps this was another trick quiz?

The only answer I can think of is German cowgirl ('she', in this case obviously meaning female, and 'pard' the accepted Webster's short form for the word 'pardner').

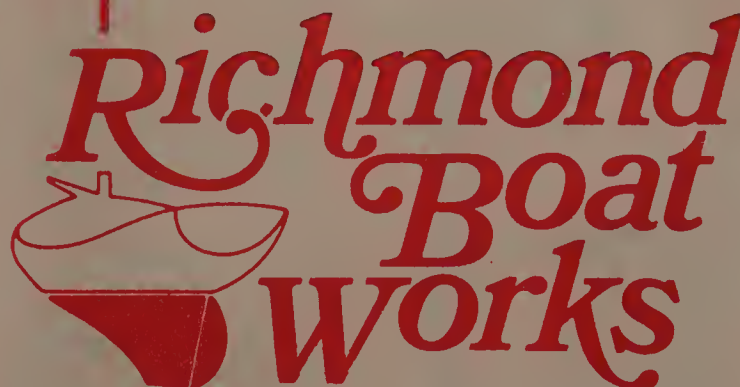
Or more likely, this a classic example of people who cannot spell simple words properly, criticizing others who cannot spell simply words properly. Ahhh ... poetic justice.

Also, all this ranting and raving about Pacifico beer. It has been available in the Bay Area for quite some time and is easy to find. It's distributed through one of the largest beer wholesalers in the City, California Beverage Company, and is available not only at Mexican restaurants like Guaymas in Tiburon, but at several watering holes in the City, including Stars.

QUALITY SERVICE FOR YOUR CLASSIC OR CONTEMPORARY YACHT

Complete: Keel • Hull • Paint • Spars & Rigging • Electronics • Hardware • Engines

Repair / Sales for: Yanmar • Universal • Perkins • Westerbeke • Pathfinder • GMC • Detroit • Caterpillar



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BEST PRICES IN CALIFORNIA



IN STOCK:
1GM-10
2GM20-F

New



Diesels

1 GM-10	sale priced	\$2605.00
2 GM-20F	sale priced	\$3415.00
3 GM30-F	sale priced	\$4027.00

Atomic 4 Special Rebuilt Universal

Sale Price: \$1950

with rebuildable core in exchange
one-day installation at shop rates.

**WE DO SERVICE CALLS
AT DOCKSIDE FOR
ALL MARINE ENGINES.
WE HAVE THE
EXPERIENCE. CALL US.**



Gregg Williams



Mark Davis

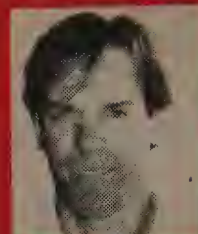


Offered By....

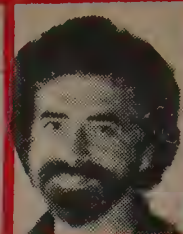
ABC Yachts

332-SAIL

Cooperation
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EVERYWHERE
to help you
find your boat.



Steve Christensen



Mike Kushner

ANCHORAGE BROKERS & CONSULTANTS

SAIL

Marieholm	\$12,500
C&C, '77	8,000
Santana, '69	5,800
22' Catalina, '71	42,000
23' Ranger	10,000
23' O'Day, '78	12,000
23' Santana, '79	17,500
24' Ranger, '75	19,500
24' Johnson, '79	13,500
24' Moore Bros., '79	15,000
24.2 Yankee Yachts	13,500
25' Northstar 5000	Offers
26' Excalibur 2 frm	10,500
26' Ericson, '68	13,500
26' Columbia MkII	12,500
26' Balboa, '74	9,500
26' Raven, '82	24,500
27' Catalina 5 frm	14,800
27' Cape Dory, '78	32,000
27' Cheoy Lee, '68	26,200
27' Cal, '71	16,000
27' Cheoy Lee OS	17,995
27' Coronado, '72	13,500
27' Heritage, '76	34,900



OCEAN 40. 1983, roller furling jib and main, hardtop dodger, SatNav, ready to cruise. Asking \$130,000.

27' Ericson 2 frm	16,500
27' Catalina, '78	16,500
27' Nor'Sea 2 frm	16,900
28' Pearson 2 frm	8,000
28' Herreshoff, '52	20,000
28' Lancer, '82	17,600
28' Islander 2 frm	29,900
29' Lapworth	29,900
29' Columbia, '66	14,000
29' Bristol, '67	24,500
29' Cal, '75	26,000
29.9 Bristol, '79	37,950
30' Columbia	25,000
30' Pearson, '83	59,500
30' Newport, '67	25,000
30' Ericson 3 frm	27,000
30' Rawson, '70	24,500
30' Roberts, '72	13,500
30' Islander, '73	24,500
30' Pearson, '73	26,800
30' C&C, '74	31,500
30' Tahiti ketch, '76	Inquire
30' Catalina 3 frm	31,500
30' Lancer, '78	25,000
30' Islander, '79	36,500
30' Newport, '79	36,000
30' Catalina, '80	34,000
30' Irwin, '80	37,000
30' "J" T&P, '82	diesel
31' Cheoy Lee, '72	34,000
31' Southern Cross	48,000
31' Pearson, '79	43,000
32' Ketch Atkins	32,000
32' Coronado, '73	49,995
32' Islander, '73	39,500
32' Traveller 2 frm	49,500
32' Bristol, '76	50,000
32' Westsail, '79	63,000
32' Elite, '85	55,000
32.6 Pearson Yachts	32,500
33' Angleman Davis	25,000
33' Ranger, '74	34,900
33' Hunter 5 frm	33,000

Testamonal Of The Month:

Dear Mark ... This letter is in regards to the purchase of my Centurion 32, *Alouette*. Having dealt with many yacht brokers over the years, I can honestly say your effort in acquiring *Alouette* for me has been superb. I especially appreciate your tenacity in getting the proper financing for the boat. I think the bottom line is that yourself, and the good people at Anchorage Brokers and Consultants have done an excellent job and really cared about the purchase of my boat. I am more than satisfied with your service. Thanks again! ... Sincerely, Tom Ebert

33' Tartan, '78	30,000
34' Cal 3 frm	29,900
34' Schooner, '62	22,000
34' Wells, '65	51,000
34' Tartan, '74	39,500
34' Fisher, '84	115,000
35' Pearson Alberg	45,000
35' Trlmaran, '78	40,000
35' Baba, '79	86,500
36' Cheoy Lee Luders	50,000
36' Islander 4 frm	50,000
36' Cheoy Lee, '76	85,000
36' Freeport 2 frm	75,000
36' Islander 2 frm	66,560
36' Pearson, '78	44,500
36' "J" Pearson Tilso	95,000
37' Alden	40,000
37' Islander, '74	35,000
37' Endeavour, '79	70,000
37' Crealock, '81	108,000
37' Irwin, '82	70,000
38' Alajuela	85,000
38' Easterly, '78	79,000
38' Hans Christian, 2	85,000
38' C&C Landfall, '80	89,000
38' Morgan, '81	82,000
39' Cal, '71	60,000
39' Ericson, '72	65,000
39' Landfall, '79	85,000
40' Hinckley, '63	89,500
40' Ocean, '83	130,000
40' Freedom, '81	158,000

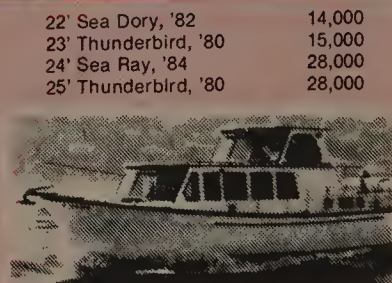


FREEPORT 36. Elegant — like new! New LPU, new canvas & varnish. Must see this boat! \$89,000.

41' Kettenburg, '08	54,000
41' Formosa, '72	79,500
41' Cheoy Lee, '79	110,000
41' Perry, '79	125,000
43' Alden Schooner	95,000
43' Deborde, '63	38,500
44' Islander, '74	80,000
44' Peterson, '78	125,000
44' Hardin, '79	130,000
44' Peterson, '81	130,000
45' Garden kch 2 frm	125,000
46' Abeking kch, '35	22,000
49' Chinese Junk	95,000
50' Gulfstar, '77	139,000
52' Columbia, '72	125,000
53' Cheoy Lee, '83	205,000
59' Ketch, '81	279,000

POWER

18' Marlin



HOOVER 40. Twin diesel, pilot-house trawler, owner desperate! Try \$67,000.

26' Fiberform, '73	9,750
28' Fiberform, '79	26,500
28' Chris Craft, '72	19,000
28' Modutech, '73	45,000
30' Tollycraft, '79	54,950
32' Bayliner, '81	49,500
34' Californian, '77	69,000
34' Uniflite, '77	75,000
34' Fiberform, '77	75,000
34' Bayliner, '81	54,900
34' Fairliner, '66	27,950



53' CHEOY LEE. Call for details! \$205,000.

35' Lunders, '75	19,500
35' Chris Cavalier	38,000
35' Magnum	80,000
36' Grand Banks	115,000
36' Sea Ray, '78	79,000
37' Hunter, '69	25,000
37' F/B Sedan	55,000
37' Californian, '72	89,000
40' Hunter, '52	24,000
40' Marine Trader	79,000
40' Owens, '65	44,000
40' Post, '72	59,000
40' Bluewater, '77	86,000
40' Bayliner, '79	139,000
40' Hoover, '80	69,800
41' Chris Craft, '50	37,000
41' Luhrs, '79	89,000
41' Matthews, '52	39,500
41' Pilothouse, '80	109,000
42' Trojan, '68	79,500
42' Californian, '78	125,000
42' Grand Banks	79,500
43' DeFever, '80	149,400
43' Hatteras, '72	160,000



43' DEFEVER Motor Yacht. Twin 120 hp Ford diesels, 7.5 kw Onan, radar, autopilot, Loran, 48 mi radar and Naiad stabilizers. Reduced to \$149,400.

43' President, '83	169,000
43' Stephens	39,900
44' Gulfstar, '80	180,000
45' Matthews, '68	90,000
47' Pacemaker, '70	129,000



60' STEPHENS Motor Yacht 'Ranger'. Frozen in time, superbly decorated accented by original works of art, chrom, parchment, silk, mirrors and lighting. Detailed to perfection. \$350,000.

48' Chris Craft, '62	89,500
50' Chris	110,000
50' Stephens, '60	140,000
50' Ocean, '83	250,000
52' Bluewater, '82	210,000
58' Hatteras, '73	395,000



65' NORDLUND, 1979. 3 staterooms, 2 heads w/showers, microwave, icemaker — absolutely loaded — bristol! \$575,000.

60' Stephens, '66	398,000
65' Nordlund, '79	575,000
70' S. Williams	125,000

(415) 332-7245

205 Harbor Drive, Sausalito, CA 94965

LETTERS

Don't you guys ever get out at night?

Jeffery Kroeber
San Francisco

Jeffery — In regard to the 'shepard', clearly it was a case of the ignorant criticizing the dumb. Too bad Mark Twain is dead, it could have been the basis for a hysterical little sketch.

As for Pacifico beer, when we returned from Race Week a little less than a year ago we asked all around for it. Everybody said it couldn't be imported because it was not pasteurized. We haven't been out at night since — we practice our spelling and play with our 'shepard' after the sun goes down — so we had no idea it had suddenly become available.

Just for the record, it's incorrect to call Guaymas a Mexican restaurant. At least until the waiters can prove they'd have the courage to set one of the prissy little entrees before a real Mexican.

BAJA-HA RACE WEEK

I am very interested in finding out more about Baja-Ha Race Week.

The sketchy information I have is that it starts sometime near the end of March in La Paz.

Could you provide me with a few more details such as the time, dates, events, location and how to enter?

Steven Mahoney
McMinnville, Oregon

Steven — We'd be glad to. The Fourth Annual Baja-Ha (Sea of Cortez) Race Week runs from Sunday, March 31 through Sunday, April 5. It starts in La Paz on the 31 with flag-raising ceremonies that include government officials, military bands, the crowning of the Queen and a big cocktail party. The following morning there is a race from the outskirts of La Paz to Caleta Partida, a distance of about 18 miles. The remainder of Baja-Ha takes place at the Caleta Partida anchorage. The only thing available at the barren island will be beer at a temporary concession.

There will be other races on Wednesday and Friday. Boats will be separated into classes depending on how serious they are about racing and how well-equipped they are. To call it a 'Race Week' is something of a misnomer. Most folks don't race; those that do compete for some laughs and a good time. This is not grit-your-teeth racing, but let's-all-have-a-good-time racing.

The rest of the Week is packed with all sorts of other casual competitions: volleyball, sand-sculpting, dominoes, horseshoes, board-sailing, blind-fold dinghy paddling, wet t-shirting, men's hot jocks, swimming, spear fishing. Whatever friendly type of competition anybody wants to have, we'll try to organize it. Trophies will be awarded on April 5 at the closing ceremony.

And there are even more activities. Most evenings there'll be 'talent nights', and we're going to have a pig roast and pot lucks. Barbecue facilities will be available for beach cooking.

Entering any or all of the activities is easy. Just show up. If you want to race your boat, you should forward information about it as early as possible, but you'll get in no matter what.

There is no charge for Baja-Ha Race Week. All that's required is that you bring a sunny disposition. Kids are not only welcome, historically there has been a surplus of folks willing to babysit.

CODE AND LIVES

I've been following the discussion about amateur radio operations and licensing requirements. Never having studied for or written an American amateur theory or regulations test, I won't comment on



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anchorage

DOCK OF THE BAY



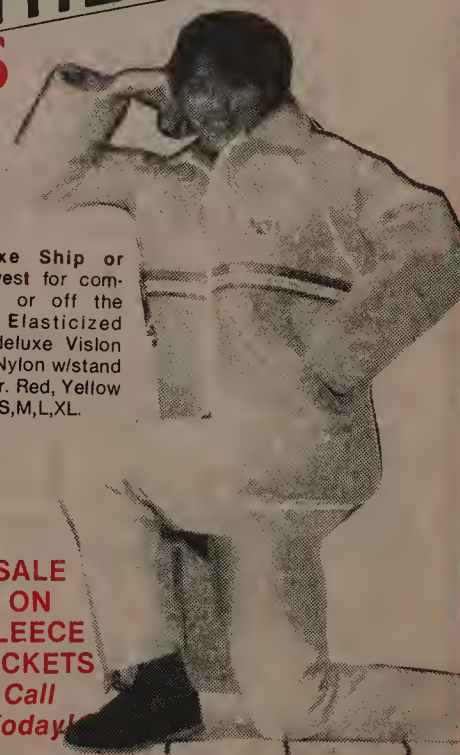
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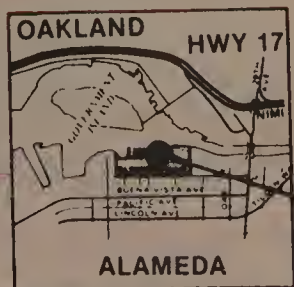
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LETTERS

those two aspects of licensing. But the code requirements are somewhat similar to those in Canada, and I am familiar with them.

While there is no doubt that much less effort is required to lift the mic and press the PTT button, when the going is tough and conditions are rough, it may well be CW will save your life. There are times when morse code signals can be copied when voice transmission just won't make it.

In late December of 1982, on a blizzardy prairie day, I was dreaming of cruising to tropical isles and idly listening to voice transmissions on my ham rig when I realized that the weak CW signal that had been background noise was, in fact, an SOS call. I was able to pick up that station and an air rescue provided a happy ending to the story. The guy in trouble on the west coast couldn't get through via voice transmission, but his CW signal made it.

I must admit I'm as lazy as many other hams when it comes to keeping my code speed up. While it might be really snazzy to send a plea for help at 30 wpm, or even 20, I doubt that any receiving station would quibble about 15 or 10. What really matters to me is that I have the option of using CW if necessary.

So, I'm glad the FCC and its counterparts in other countries continue to require morse code competency from radio amateurs. It means that should I need to plug in my key and start pounding brass in order to be heard, somewhere out there the ham who hears me will have the ability to make sense out of my dits and dahs. You might not think that there is a need for the "average operator" to be able to send and receive code — that will surely be scant comfort to you in a tough situation, when you send a CW message and you really need to get through, and instead of a CW reply you hear a faint voice say, "Sorry, no copy. I'm just an 'average operator'."

Jean Ness, VE0MEN
Yate Repose
La Paz

Jean — The 'learn code to save lives' argument is an interesting one, yet we don't think it cuts it. For if saving the greatest number of lives is the goal, we all ought to quit wasting time trying to learn code and master something we're likely to have occasion to use; like CPR.

Because in all honesty, how many lives does code alone — as opposed to voice transmission or other communications — save a year?

And perhaps more importantly, how many lives does it cost each year? Consider the number of cruisers out sailing who can't avail themselves of Amateur Radio's emergency capabilities, by voice or code. These are the people who quite reasonably decided that in this fast-paced world there are better things to do with a couple of hundred hours — like spending it with their growing kids — than learning something they might very well never use. And since they didn't learn code, they never bought the radio that would have enabled them to tap out a simple SOS and position.

Everyone likes to get the most for their money. Since time is even more precious than money, shouldn't we be even more frugal with it?

□ JAPANESE HAMS DON'T NEED CODE

The commerical vessel *Edna* pulled into Koror Harbor, Palau, West Caroline Islands, with the last two issues of *Latitude 38*, so I've done nothing for the last two days but read each one from cover to cover.

The ongoing ham radio debate! Wow, what a difference of opinion. I'd like to say something from a cruiser's viewpoint.

I have a list of the call-signs of 106 yachts between Japan and Australia that come up on two nets in this part of the world. Ninety-

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24' ISLNDR BAHAMA	1967	7,900	31' CAL	1979 38,500
24' J/24	1979	9,950	31' CAL	1979 42,500
24' LAGUNA/trlr	'80	14,250	32' TRAVELLER	44,500
24' MERIDIAN	1964	14,500	33' CAL	1973 Offers
24' MOORE	1980	16,500	34' DASH	1982 37,500
24' NIGHTINGALE/trlr	'78	16,950	34' O'DAY	1981 59,950
25' BUCCANEER	1980	15,500	34' SABRE	1983 84,000
25' CAL	1965	7,500	34' SEABIRD gaff	16,500
25' CATALINA	1979	12,900	34' WYLIE	1980 55,000
25' ED MONK, wd	1947	5,000	35' CAL 2-35	1980 82,000
25' ERICSON +	1979	16,500	36' PEARSON	1977 65,500
25' PACIFIC CLIPPER	1958	5,000	37' FLYING	
26' CHRYSLER	1977	13,500	DUTCHMAN	1979 69,000
26' CLIPPER	1973	6,300	38' DOWNEAST	1978 67,500
26' COLUMBIA	1969	8,000	38' ERICSON	1980 87,500
26' ERICSON	1967	9,500	38' FARR	1980 88,000
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27' CAL 2-27	1975	25,900	41' RHODES	1960 52,000
27' CATALINA	1971	8,900	41' TARTAN	1975 69,500
27' ERICSON	1973	25,000	42' COOPER	1981 127,500
27' O'DAY	1973	20,000	42' IRWIN	1975 120,000
27' SUN YACHT		22,750	43' SCHOONER	1979 95,000
27' TARTAN	1975	20,500	44' NORDIC	1982 165,000
28' COLUMBIA	1969	15,000	44' PETERSON	1977 117,500
28' PEARSON	1976	26,000	45' FAR EAST	1970 72,000
28' SAN JUAN	1979	26,900	45' LANCER	1983 185,000
29' CAL	1970	21,950	46' GARDEN CSTM	1970 98,500
29' LANCER		25,000	47' GARDEN	
30' BAHAMA	1981	38,990	VAGABOND	1983 139,500
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LETTERS

seven of these 106 yachts use call-signs they gave to themselves. I am one of them. Purists say these are illegal.

In the past four years I've been talking to other yachts on these two nets, I've not once heard anyone ask for a phone patch. And there is very little gossip. The two nets are used to pass on information about the weather, port regulations, search and rescue missions, and assorted other news that is of interest only to yachtsmen.

Our nets are monitored by both the Japanese and Hong Kong governments, neither one of which is the least concerned that our call-signs are not registered with some government. In fact, on several occasions the Japanese government has issued certificates of appreciation to members of our group that have assisted in search and rescue operations.

The Japanese have the second highest number of hams in the world (the United States has the most), and they do not need to know code to get a license. If a Japanese wants to master Morse to get a certificate of merit, that's fine, but it is not required for a license. Sensible, don't you think?

As I write this, Hong Kong ham control reports that the yacht Sonic is missing at sea enroute from Hong Kong to Madang, Papua New Guinea. We leave for Madang on Tuesday and will keep a lookout for Sonic, inquiring at all ports enroute for information. We'll relay what we find to Hong Kong control. Do you think they'll give a damn about our call-sign? Hell no! They only want information about the missing yacht.

Land-based hams, in the comfort of their homes, should realize that we live in two different worlds with two different communication needs. Ours can be a dangerous world in which small boats sail on a big and sometimes violent sea. Communication between sailors can be vital to our lives, and we don't care about all the cute little ham contests where land-based hams collect all those comic postcards from other 'safe' hams they've managed to contact. It's the difference between people at sea trying to stay alive and children onshore playing games.

I agree with ham Paul Mullin's letter in the December issue where he says, "... maritime mobile nets constitute a very small segment of the Amateur Radio picture". You betcha! That's the crux of the debate. Since we do constitute a *very small segment* we should have our own assigned frequency where we would not offend any of our more learned brethren who want to make ham radio a way of life rather than a swift way to pass information.

I admire your efforts on behalf of Fujica owners by forwarding Mary Ann Baldon's phone number. How about telling us the address of the bureaucrat in Washington at the FCC for our letters expressing the uselessness of Morse? Or to request a maritime frequency of our own that requires just a postcard application for a license.

Most bureaucrats want to be of service, so once we maritime mobile ham operators make our needs known, I am confident the appropriate agency will issue an administrative rule to grant relief.

By the way, see the enclosed Marine Radio Operator Permit? I studied just one night and then went to the FCC office and took a simple multiple choice test to pass it. It netted me a radioman's license to operate any ship or airplane radio equipment! So why all the nonsense about Morse and the entrails of radios?

Lastly, there is no need for anger and sarcasm from licensed hams. We are not looking for a fight, just the right to use our radios at sea on uncrowded frequencies without having to go through the nonsense requirement of learning Morse. Other countries don't require it, neither should the USA.

Thomas L. Hall
Yacht Chotto I

Koror, Palau, West Caroline Islands



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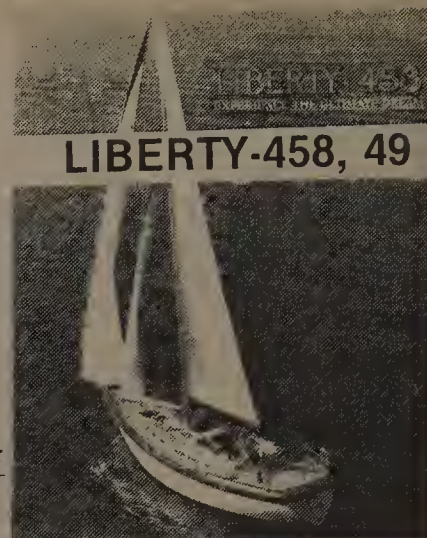
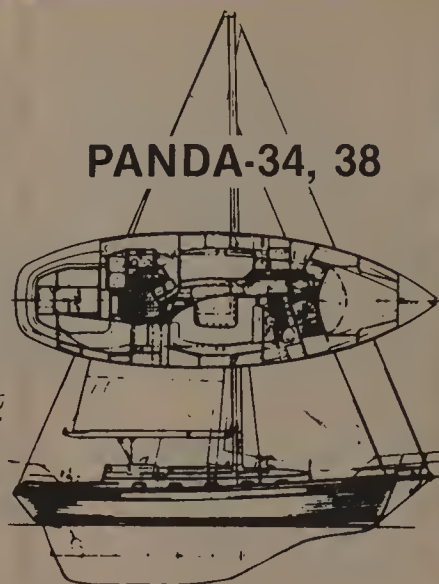
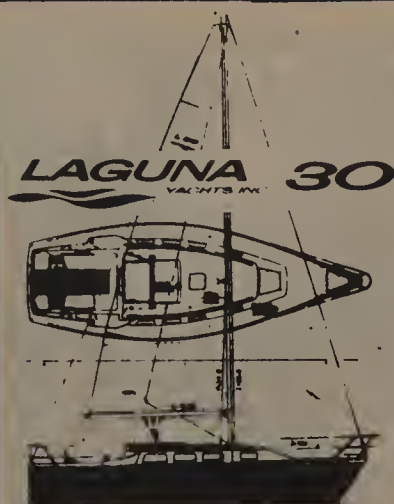
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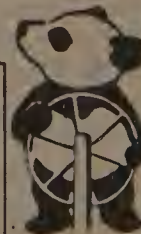
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LETTERS

Thomas — We tried to track down the bureaucrat you want to write to, but wound up no closer than the Federal Communications Commission, Amateur Radio Division, 1919 M. Street N.W., Washington, D.C. 20554.

If anybody has a more specific person or office to write to, we'd appreciate hearing about it.

□FROM THE BEGINNING

You guys — the collective 'you' — are unhappy with the Amateur Radio license test.

Don't be.

The test is a filter. As such, if anything, it should be made harder, not easier. The test acts to assure that radio operators be fairly bright people who had the energy at one time to jump through a hoop.

A filter's purpose is to restrict access. A secondary — often to the point of being negligible — purpose of any filter is to assure that the filteree emerges with certain rules in mind.

The existence of filters is defensible. We cherish filters which give us the group identities we hold; those of lawyer, college grad, pilot, etc. You can't own a Mercedes unless you belong to the filter group that can spare a hunk of change. Gee, did I say Mercedes? I meant to say yacht. And no lawyer will maintain that the "filter elements" which were pre-requisite to getting "his ticket" are particularly germane to the practice of day-to-day law. No more than money qualifies one to sail the high seas.

Dull people are everywhere. From the beginning bright people have plotted methods to segregate themselves in inoffensive ways.

It is important for you to notice that even within the group of "licensed amateur operators" there is a substantial subset who will refuse to communicate via any mode but morse code. These people are employing *that* filter to avoid garrulous company. They are using *that* filter to join the company of "correspondents" rather than the company of "speakers", as sending code via a keyer is very like taking pen in hand and corresponding. And for others, code is the filter which removes all sexual and racial identifiers. Removes them . . . utterly.

So hey, man, you're messin' with my filters. Go away.

Judd Smith, KA6ZAL
Berkeley

Judd — We don't know how to break it to you, but 'bright' people don't jump through hoops. First they ask 'why?'. And unlike lower animals, if there isn't a good reason, they don't jump.

But you are right, "the existence of filters is defensible". Hitler defended them, as does the Ku Klux Klan, sexists, rednecks, as well as other illustrious groups. If you want to join these folks in "cherishing" filters, you do so at your own risk.

□CERTAINLY NOT

Q: Is it true that among licensed Hams, "novices" are most likely to violate regulations?

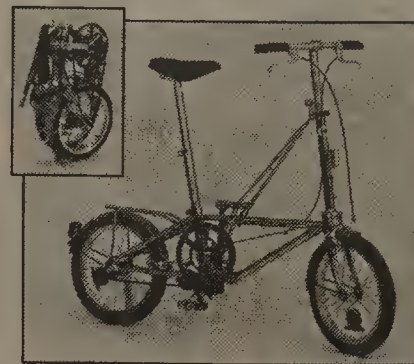
A: *Certainly not.* In fact, evidence tends to establish that some of the worst FCC violators are "Advanced" and "Extra" class license holders. One established case was located in Maine and another in Washington, where the "Extra" was broadcasting music.

Q: Well, do you think that "self-policing" by the Hams is the answer?

A: *Certainly not.* A case in point relates to the Cuban who was broadcasting anti-Castro information to Cuba, and Hams who induced an apparently less than competent FCC engineer to squander tens of thousands of dollars to prosecute the individual. The case was, in effect, "thrown out of court".

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23' Ranger, 1977	12,450	385 Pearson, '84	Reduced 125,000
24' J-24, '81	13,750	38' Cabo Rico, '79	try 70,000
25' Corondo, 1969	6,300	39' Cal	3 frm 79,500
25' Meridian, new dsl, '64	14,500	39' Ericson, 1971	40,000
27' Ericson, '74	3 frm 17,950	39' Cal, tri cabin, 1980	89,500
28' Hawkfarm, 1979	23,000	40' Mariner, '70	68,800
30' Lancer, 1979	25,000	40' Pearson, 1979	84,950
30' Cal 2-30, exc cond	24,000	40' Endeavour, 1981	125,000
30' Hurricane	7,500	41' Cooper, '81	118,000
30' Olson	24,950	41' Islander Freeport, '75	Offers
30' Ranger, 1978	36,500	43' Spencer 1330, 1979	149,500
30' Sabre	56,500	44' Peterson	120,000
30' Cal 3-30, 1974	33,500	49' Transpac, 1982	220,000
31' Cal, '79	38,500	50' Trimaran	235,000
31' Pacific Seacraft	62,000		
32' Vanguard	2 frm 31,500		
32' Challenger	2 frm 37,900		
32' Traveller	49,500		
33' Ranger	34,500		
34' O'Day, 1978	56,950		
34' Wylie Custom, 1981	59,000		
34' Cal, 1969	29,900		
35' Cheoy Lee Lion, '66, f/g	52,500		
35' Coronado, 1972	32,500		
35' Ericson, '71	37,500		
35' Santana	2 frm 54,000		
36' Cheoy Lee, 1976	75,000		
36' Islander, dsl	3 frm 48,500		
36' J/36, 1982, tall rig	85,000		
36' Nauticat, 1984	115,000		
365 Pearson, '77	2 frm 65,500		
37' Esprit, 1979	79,500		
37' O'Day, '79	try 48,500		
37' Soveral	46,500		
37' C&C, 1984	99,800		
38' Catalina, 1984	79,900		
38' Ericson, 1980	try 69,500		

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245 Sea Ray, 1981	29,950
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26' Nordie Tug	54,000
26' Tolly, 1977	34,950
28' Fiberform, 1977	29,500
30' Tolly, '79 reduced	49,950
34' Tolly, 1985, tri cabin	109,500
35' Viking, 1979	99,500
35' Chris, 1977	59,500
36' Grand Banks, 1971	74,750
40' Egg Harbor, 1983	175,000
40' Tolly, 1979	110,000
41' Luhrs, 1974	89,000
41' PT, diesel	119,000
43' Gulfstar, 1977	149,950
43' DeFever, 1980	149,500
43' Viking, 1979	210,000
44' Gulfstar	2 frm 159,000
44' Marine Trader, 1977	122,500
58' Hatteras, 1973	395,000

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LETTERS

Q: Is that Cuban case but an isolated instance?

A: *Certainly not.* So-called self-policing Hams have been known to want the FCC to issue warnings to people on the maritime mobile net trying to send emergency supplies to a yacht in a "far off land", and to want to issue warnings to people discussing golf matches on the grounds that obviously "money transactions" may become involved.

Q: Do you feel that "code" is an important part of "ham radio"?

A: *Certainly not.* This requirement is furthered by "dumpy hams" who were too short to make the basketball team; were too small for football; had too many pimples and couldn't date the pretty girls, so they studied and memorized, over and over again, with their limited abilities, the "code", and now they are a step above everyone.

Q: Well, isn't it true that Amateur Radio is a reservoir of electronic talent that can be put to good use in an emergency?

A: *Certainly not.* Most of the Hams today, especially the "old guard", have little knowledge between the difference of a CMOS and a diode. They made coils by wrapping wire around oatmeal boxes, and have progressed no further since. They couldn't repair a present-day rig if their lives depended on it. Some of the younger and newer Hams have more on the ball.

Q: Don't you feel that contests, especially DX contests, indicate Hams are improving themselves and the "radio art"?

A: *Certainly not.* It merely provides the "dumpy kid", possibly now an adult, with the only means he can to earn some sort of certificate. But in doing so he is "jamming" the airwaves, making it difficult for others to communicate with their friends.

Q: But is it not true that "contest Hams" are making new friends in distant lands?

A: *Certainly not.* When they are "contesting", and (as an example) some student in some distant African village wants an opportunity to exchange information about their homelands, the average Ham will merely want to exchange call signs and he'll then abruptly terminate the call and start another "CQ".

Q: That "CQ" reminds us of the "Q signals". Would you agree with the ARRL that they should force the FCC to continue to use them on tests?

A: *Certainly not.* "Q signals" had a value when Ham was all code, but this is now an archaic means of helping the "dumpy kid" think he knows something others don't. Actually the "10-4 signals" can prove to be more useful. Can you think of anything more ridiculous than a Ham referring to his wife, during an in-person Ham gathering, as his XYL? The word "wife" transmits just as easily as "XYL" in the 1980's and "10-4" actually transmits better via voice than "QSL"!

Form Letter
Northern California

□ CLARIFYING A FEW POINTS

With the enforcement of sewage disposal and anchorage laws soon to be given federal approval, I read your November 1986 article, *Who's Who of Pollution* with some concern.

As a floating home owner and member of the Floating Homes Association, I would like to take this opportunity to clarify a few points. First of all, of the over 500 houseboats in Richardson Bay area, more than 400 occupy permanent berths and are connected to the dock with *all* services: sewage, water, electricity, gas, etc. The remaining 100 houseboats, which we mentioned in your article, are either structures in marinas without utilities or permits (the Gates Co-Op) or are structures anchored away from a marina ("anchorouts").

The Floating Homes Association was formed in early 1985 to improve public understanding of our community, and in the past two

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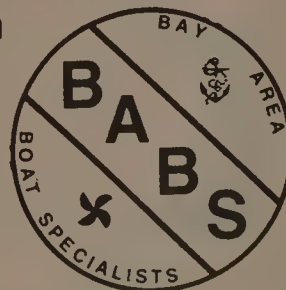
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LETTERS

years has been investigating solutions to various environmental problems as well as been involved with many waterfront community activities.

Floating home residents truly enjoy and value their water oriented lifestyle. Let's fact it, no one wants "poop" in their backyard! Healthier conditions must be realized, but can only be achieved by cooperation from everyone who calls the Bay their "home".

Suzanne Dunwell
Chairperson, Public Relations
Berth 7, Yellow Ferry Harbor
Sausalito, CA 94965

Suzanne — Thank you for making those distinctions. Unfortunately, the general conception of "a houseboat" is the unoccupied hovel half-awash out in the anchorage. In reality, nothing could be further from the truth.

□ DROPPED WITHOUT COMMENT

In the December *Changes*, the Anderson's on Sisu mentioned Lloyd's requirement of a third crew. This is apparently related to the sailing experience of those involved. Lloyd's had the same requirement on our policy when we left for our cruise to New Zealand.

I thought it was a reasonable requirement since neither Pauline or our crew had much ocean experience. However, by the time the policy came up for renewal, Pauline had lots of experience; so I asked that the restriction be dropped. I was prepared to argue that sometimes it's safer to depart shorthanded than it is to wait for someone or to sail with doubtful crew. But I did not have to argue because Lloyd's dropped the restriction without comment.

I imagine they would do the same for Sisu when they renew.

During our trip we met people that always take a full crew and others that never do. I don't think either extreme is the only way to go. Assuming that there is room enough on the boat for everyone and that they are reasonably compatible, the pros and cons of a full or shorthanded crew just about even out.

Pauline and I sailed by ourselves about half the time and enjoyed our privacy. But when we had good crew, we enjoyed their company and help.

So our advice is to be flexible. Don't be afraid to leave shorthanded, but don't be afraid to take on crew because of all the horror stories you may have heard.

Ernie Copp
Orient Star
Long Beach and Idaho

□ MORE ON VIRGIN ISLANDS CHARTERS

When you leave behind snow and cold, and land on a lush Virgin Island, the combination of the invariably traumatic trip, the tropical climate, new smells and sounds, velvety airs, goats in the streets, and rum based "pain-killers", leave you spellbound and in mild shock.

This is akin to jet-lag, but it really is latitude-lag. Some people never recover. Others, the hard core sailors, are aroused by the tradewinds, and manage to notice if the boat they chartered is sleek or tubby, fast or a pig, clean or with permanent live-in colonies. They may even notice their marina.

Road Town and Nanny Cay on Tortola are both dismal by Sausalito standards. But if you want Sausalito, stay home. However, there is one spot in Tortola that is as close to heaven as I can stand: the West End.

Tortola is shaped somewhat like a fish pointing east, and tail's off at its westernmost point in a fjord-like natural bay called the West End. There is a small dock and a tiny marina operated by Stevens



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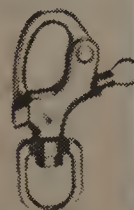
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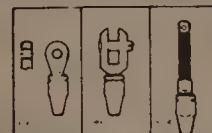
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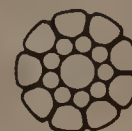
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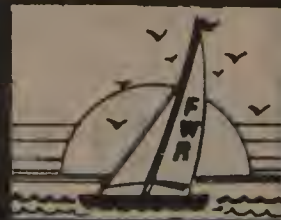
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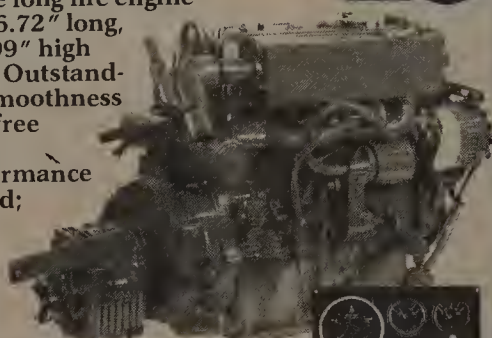


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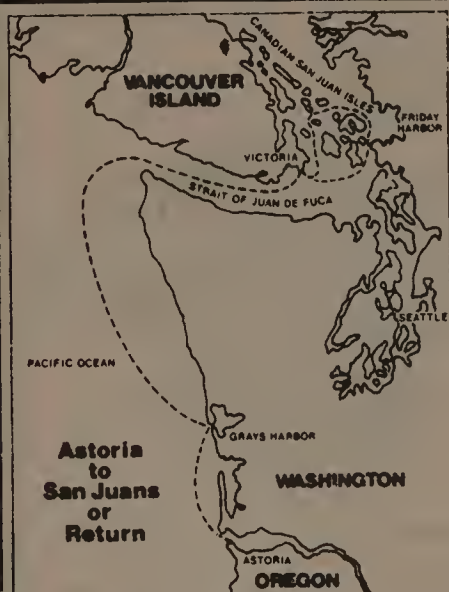
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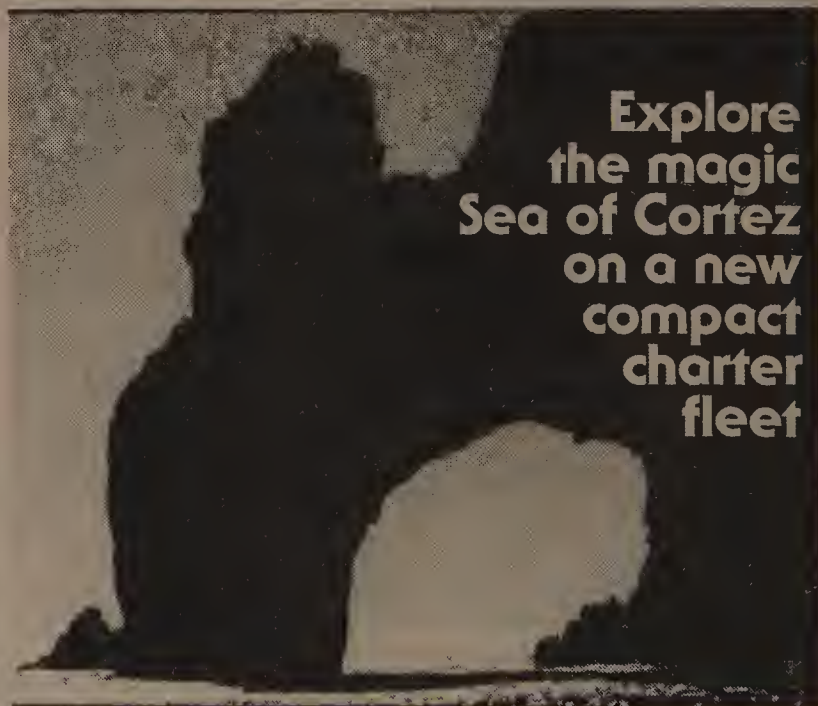
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LETTERS

Yachts, with about 15 usually half-empty slips. And there is Pusser's Landing, a restaurant at the water's edge with a great bar. They not only make "pain killers", but also Pernod and orange juice: try it as a variation on screwdrivers.

The setting is relaxed and natural, the West End has no ambition to grow up and become a harbor. There are a few private, local homes on the hillsides, but mostly goats and roosters. The breeze is always offshore, there is absolutely no chop or surge. Sunsets over distant St. Thomas are always spectacular. The water off the dock is clean and clear, and the drinking water is the best in Tortola; certainly better than Nanny Cay's.

The bareboat charter business run from here by Stevens Yachts is not widely advertised, but word of mouth keeps the small fleet of mostly S&S-designed custom 47's moving well. These are superbly appointed and maintained boats, all cutter rigged which in my experience is the most efficient rig in the 15-20 knots of the Virgins. It is effective in the channel and offshore. Our boat, *Con Brio*, deals very well with the open ocean crossing we make each year to St. Croix.

Most of the charters stay in the Francis Drake channel formed by the islands. The windward beat up the channel is the unofficial race course for like-minded sailors. The only boats that offer a challenge to *Con Brio* are the occasional Swan or Hinckley, and the latest Frers-designed Moorings 51. We've outsailed the Moorings every time we've crossed tacks even though they should whip us. I think the fairly sloppy sloop rig provided for charterers holds it back.

Another comment on the large, well-run Moorings fleet: they would be classier if they dispensed with the large "Moorings" lettering on the topsides of every boat, met every day in every anchorage. Tacky!

My advice is to completely avoid Road Town and not even mess with Nanny Cay. My vote is for the West End and Stevens Yachts. Come on down!

Bruno B. Modica
Johnson City, Tennessee

Bruno — We like the way you say "there are a few private homes" at West End. Like the one on starboard as you enter is owned by the DuPonts and the one on port is owned — or so we're told — by the guy who did the stainless steel counters for McDonalds.

We concur that West end is terrific; certainly better than Road Town proper. But you did neglect to mention certain other attractions. There's the Jolly Roger restaurant, whose parking lot handles the seaplanes. And how could you overlook the Customs and Immigration offices? Then there's Errol Flynn's Scirocco which was being restored out of the water. We say "was" because we're told that after spending over a million dollars the owner ran out of cash when the project was only half-complete.

The only problem with West End is that after a day you've seen and done it all. North Sound of Virgin Gorda is where charterers could easily spend a week.

❑ NOT THE TIME TO TRY AND SAVE A FEW BUCKS

I just read one of your Letters on bareboating in the Caribbean. Since I've had some interesting experiences doing just that, I couldn't resist a follow-up.

I have chartered in the Virgin Islands three times previous to this past fall, generally staying with the most reputable — although not most inexpensive — charter companies. At the conclusion of each trip we had been very reluctant to step off the boat. In fact, at those times plans were already underway for the next cruise.

But our last trip, in October, we had to do things differently, chartering with a smaller, lesser-known company; Charter Sail, Inc.

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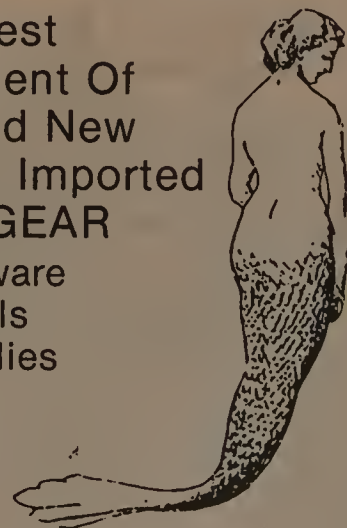
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LETTERS

of St. Thomas. We had been attracted by the "free time" incentive. In the end, we wished we had paid more, even if it had been for less time.

Much of our free time was spent with frustrations, disappointments, etc., while sitting in a repair facility waiting for repairs to be completed. It's my opinion that smaller companies generally won't — or can't — spend the time and money on appearances and maintenance. The four-year-old boat we were given was in sorry shape and looked twice its age. I spent most of my time longing for our old charterboat company, La Vida or The Moorings, whose boats we saw the most of while out cruising.

Since we also had some experiences at Nanny Cay, I'd like to comment on it. We were fortunate indeed to have been near such a facility. We went there twice for repairs and got to know its finer points. Actually, had it not been for Johnny's Maritime and their top-notch diesel mechanic, Hastings, we probably would have packed up and gone home early.

Being the co-ordinator of twelve people on two boats, I felt the worst, since both vessels had way too many problems; problems were indicative of cost-cutting measures and low maintenance.

The bottom line is that when you save for a long time to go on a sailing adventure in such a beautiful area, you don't want to nickel and dime. Go with the big guys and I guarantee you'll want to go back another time.

John Capello
Tahoe City

John — We agree with you 100 percent, that booking a sailing charter is a particularly unwise place to be penny rich and pound foolish.

Our only question is whether or not it's true that the bigger companies take better care of their boats than do the little companies? We don't know if there is a correlation or not; we ourselves are asking.

□ LOST BUT NOT FORGOTTEN

It was with great sadness that we read in the January issue about the loss of *Zubenubi*. She was a great ship, and between she and Jon, seemed to gather good people aboard and around her.

I don't know how to get in touch with Jon, so I am writing this in hopes he will read it and know that Sandy and I care. I hope he had as much help and support in his hours of need as was given to the crew of *Firehorse II* in ours by the crew of *Zubenubi* and others in the small cruising community.

Again to Jon and the last crew of *Zubenubi*, accept our condolences and be thankful to Our Maker that as was the case with the wreck of *Firehorse II*, no great harm came to any of those aboard.

David Delano and the crew of *Circe*
Ventura

□ CORRECTIONS, SUGGESTIONS, ETC.

I'd like to offer comments on a few items that have appeared in your pages recently.

First, in response to your article on cold-weather clothing, I have a few thoughts. Whatever happened to one's obligation to say, "40 percent of your body heat escapes through your head"? Having said it — and assuming we all agree that a hood won't do — let me make my recommendation for World's Greatest Cold Weather Cap: Patagonia's synchilla cap. It's like a tall watch cap only stupider looking and more expensive. But, it's unbelievably warm, can't itch, and, like all of the new synthetics, is dry with a shake.

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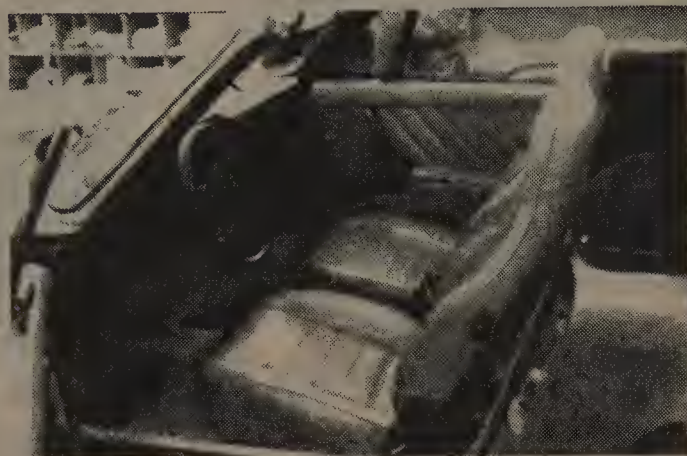
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LETTERS

charge for it. Unlike you, I love my fleece pants, but I get chilled easily. Fleece, incidentally, is often very expensive at chandleries and dirt cheap at cut-rate clothing stores. Fleece pants — admittedly thinner than Patagonia's — can be had for around \$12. The coldest person I know bought one of those one-piece jumpsuit-style bunting suits (around \$100 in catalogs like ISP), and I haven't heard her complain about the weather since.

Regarding foot gear, I'm happy with the wetsuit-type hiking boots I borrow off my racing dinghy; great traction, and no worries about getting water over the top.

I have some titles for your growing list of sailing books. Farley Mowatt is always a good read, and his books about the sea are delightful. I especially like *The Boat Who Wouldn't Float*, a hilarious look at boat maintenance on a shoestring and the marvelous people of the Nova Scotian coast. Also *The Serpent's Coil*, about the men who set out in hurricanes to rescue ships in distress. And, though no one's mentions it, the Horatio Hornblower novels shouldn't be missed.

Finally, I have a suggestion for a new list for your readers to compile. Every boatowner has bought countless add-ons and doodads for his boat. Most prove hardly worth the money. A few prove invaluable, and you wonder how you ever lived without them. How about a Worth Twice the Price list, of things boatowners bought and now would rush out and buy again? I'll start by nominating the portable hand-vac, like the Dustbuster. How did I ever keep the cabin clean before they were around? About \$35 at discount stores, which sounds like a lot until you live with it.

Jay Rawlins
Grasshopper
Chico

Jay — We were remiss in omitting cold weather headgear. But we certainly believe in it — you can tell by observing what we wear during Mid-winter races.

□ MALLORCA

You gave some really good advice to Bob Heckrotte (*December, Letters*) about selecting a boat to cruise through the Med.

I, however, would like to add a few words about a place to look for a boat, a place that's also a great place to visit when he has his boat. And my advice is based on three seasons of extended cruising in that area.

The place I'm thinking of is Palma, Mallorca. I've seen some amazing bargains among the boats for sale there. There are 100 or so boats of every description imaginable lining the city waterfront. Many of them are for sale, either privately or through brokers. At each end of the palm-lined boulevard are full service marinas. New yachts are also available tax free from agents of the main European builders.

Next season I'm taking my boat — which is currently laid up at the new Marina Porte Sherry on Cadiz Bay — to the spectacular high, north coast of Mallorca. There are a number of idyllic fair weather anchorages, but Puerto Soller is the gem, secure in all but the worst winter storms.

Actually it's an old fishing village that has room to anchor and a quay with water and electricity. There are some good restaurants, but it's not yet spoiled by too many hotels. The hills and cliffs surrounding it are steep, but there's an antique trolley line that runs a mile or so up the valley to the main town in the mountains.

All in all, it's one of my favorite cruising destinations in all of North America and Europe.

Jim Crittenden
Woodacre

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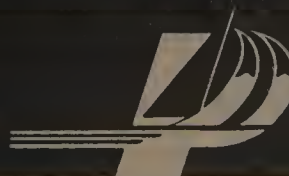
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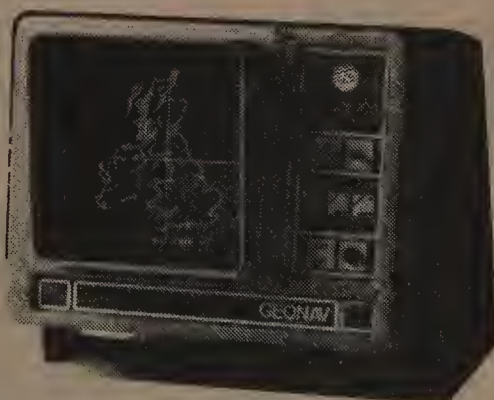


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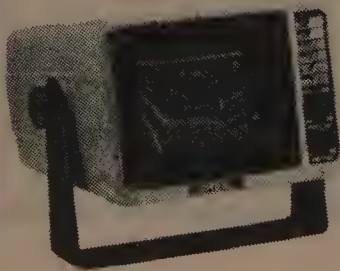
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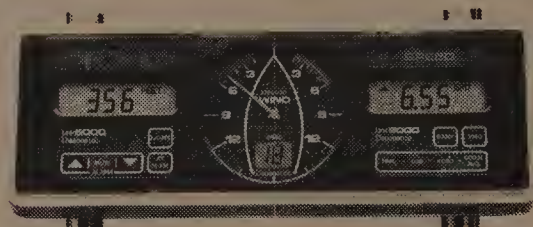
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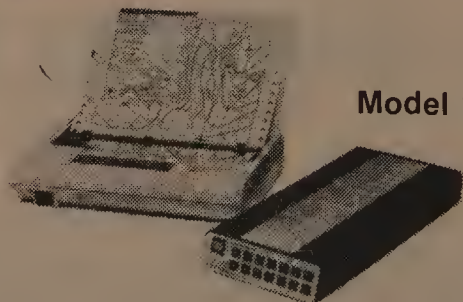


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LETTERS

Jim — It sounds fantastic. Next time you go there, how about snapping a few pictures for Latitude 38?

□ NOT LIBERAL AFTERALL

The purple, pink, and silver sails seen by Belva Baker on the Estuary were on Don Bogart's 30-ft ZeeLang Cutter #8666, Starbuck, which sails out of Pacific Marina. Don no doubt made them at his sail loft in Alameda.

Does this rate a medium size Roving Reporter T-shirt?

Steve and C.J. Rankin
Red Rider

Steve and C.J. — Sure it does.

□ A PURIST

The item on the carving of a new figurehead for the *Balclutha* which appeared in *Sightings* in your January issue was of great interest to me as Assistant Principal Librarian of the J. Porter Shaw Library of the National Maritime Museum, San Francisco. I have already made copies of it for our files. However, because of my job and also because of my own nature I tend to be a purist in terminology. I cannot resist, therefore, the temptation to point out one or two minor errors in the item.

First, in the opening sentence she is called an iron bark. This in spite of the fact that the accompanying photo of the vessel shows that she has yards crossed on the mizzen mast. By definition a bark carries no square sail, and hence no yards on the aftermost mast. A ship does carry square sail on all masts. Therefore, the *Balclutha* is a ship and not a bark.

Second, she is a steel vessel and not iron. Possibly she has been confused with the other full rigged vessel preserved on the Pacific Coast, the *Star of India* at San Diego. The two vessels are connected with each other in that both were part of the Alaska Packers Association fleet and sailed together out of San Francisco, and the *Star of India* is an iron bark.

I hesitate to mention another apparent error in terminology as I am not entirely sure of myself. The article says that the carving of the figurehead is being done "under the quarterdeck" of *Balclutha*. I would have said "under the poopdeck" or, more likely "on the shelterdeck" as it is my understanding that only naval vessels have "quarterdecks".

In my opening sentence I identify myself as employed by the National Maritime Museum, San Francisco, and not the San Francisco Maritime as we are called elsewhere on the page with the figurehead article. We were the San Francisco Maritime Museum when I first joined the staff but since June of 1978 we have been a part of Golden Gate National Recreation Area as the National Maritime Museum. Most of your readers, however, will know who we are and who operates the *Balclutha* regardless of what we are called.

I have been reading your magazine for several years with great enjoyment. One of our volunteers brings me two copies each month — one to keep and one to clip for the pam file — and I read it before I route it to be checked in and displayed with other current magazines in the library reading room.

Since I started by identifying myself as a museum (and therefore a National Park Service) employee, I should close with the customary caveat that "the opinions expressed are those of the speaker and do not necessarily reflect those of the management".

Herbert H. Beckwith
San Francisco

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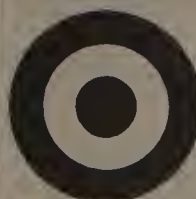
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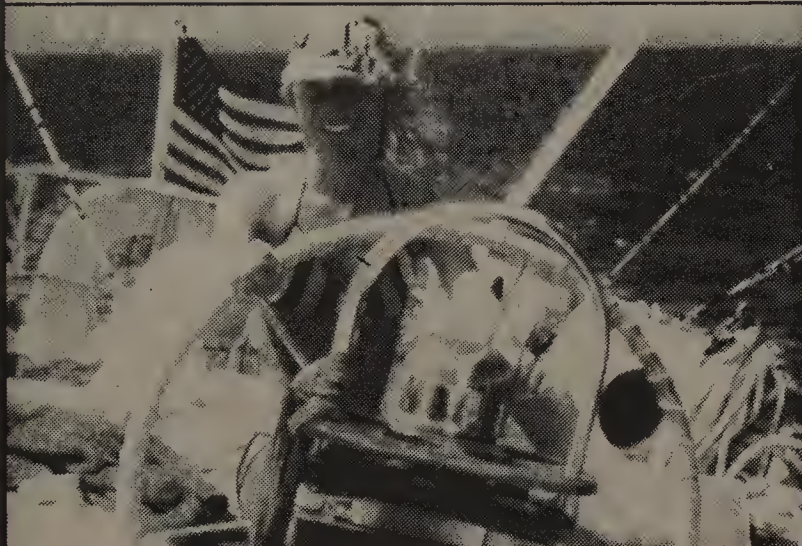


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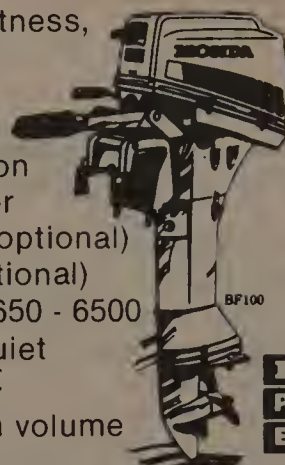
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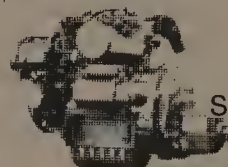
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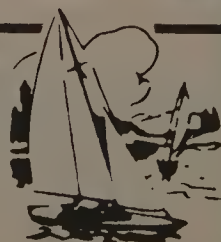
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LETTERS

Herbert — We rely on you and other experts to correct our errors. Thank you so much.

□ DOES LINUS PAULING KNOW ABOUT THIS?

I enjoyed the article entitled *Caribbean Primer* in the January *Latitude*. I look forward to more installments.

Seafarers have contributed greatly to our knowledge of human nutrition. The science evolved from folk wisdom discovered thousands of years ago. This knowledge was passed on through folktales — often called old wives tales — from every seafaring nation. Nutrition continues evolving as a science but uses modern scientific tools and is put into the less romantic printed word.

In my book, *Making The Vitamin Connection* (1985 Harper and Row), I explained how the island of Curcao was named. This is important since it involved the understanding of vitamin C in the disease scurvy. I quote from page 47 of my book:

"Amerigo Vespucci was on his way to the Americans. Instead of keeping sick crew aboard and letting them die, he put them ashore on an island inhabited by friendly natives who gave the sailors fresh fruit. Months later when the now healthy sailors sought passage home on a Portuguese ship, their recovery was thought so miraculous that the island was named Curcao which means 'cure'."

Vespucci, a humane man, actually had expected the sailors to die and asked the Portuguese captain to search for any possible survivors to return to Europe.

The ability to cure and prevent scurvy was discovered by the Greeks before 1000 B.C. and Chinese sailors before that, but was lost until the seafaring tragedies of the 15th through the 17th centuries led James Lind, an English naval surgeon, to conduct his now famous experiment in 1747. In spite of the proof provided by Lind's experiment, it took the English admiralty 50 years to adopt the practice of giving each sailor a lime with his rum ration . . . hence the name Limey. The name of Curcao and other observations were in the naval archives so Lind's experiment was based on sound human experience.

In conclusion, the Caribbean figures importantly in our knowledge of human nutrition as well as our history. And today it provides a different form of therapy.

Thank you for an excellent and unique publication.

James Scala
Captain of La Scala

James — That's very, very interesting. Thanks so much for taking the time to share with us.

We're not familiar with Lind's experiment, but it's our understanding that the great Captain James Cook is widely credited with ending the scurvy curse in the British Navy. Also a humane man, Cook had a few crewmembers flogged for not eating their saurkraut. In the end, they could be thankful for their captain's consideration.

Now then, vitamin A; does it have anything to do with Aruba?

□ MORE PRIZES

In reading your update on the plans for Sea of Cortez Race Week 1987, it occurred to me that you may not be aware that trophies were awarded last year for races involving just cruising boats.

This was done at a dinner held at Los Amigos restaurant. The trophies were plaques and material from a local weaver.

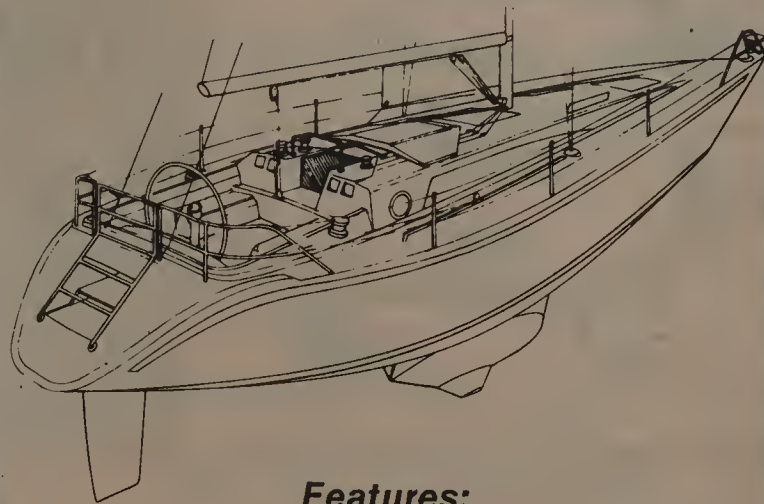
Enclosed is a poor photocopy of the unclaimed trophy for "last to return". Perhaps the recipient never returned?

We're looking forward to contributing something to the festivities this year, and would appreciate your suggestions as to what is

LEGEND 35

by

HUNTER MARINE

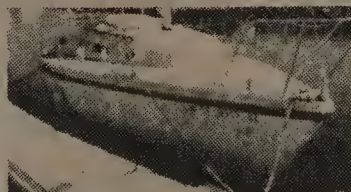


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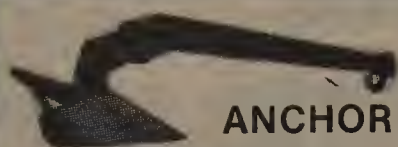
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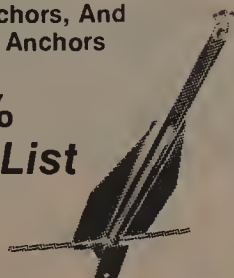


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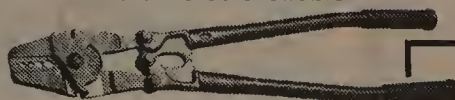


HSC-600

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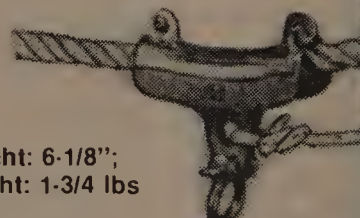
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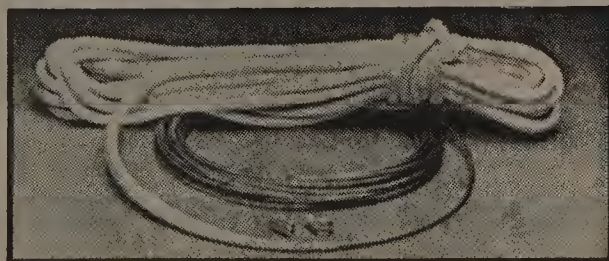
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Malcolm E. Shroyer
Marina de La Paz

Malcolm — We know of one prize you could donate that would be most coveted: a few days or a week tied up at your marina. If that's within the realm of possibility, let us know.

☐ 'SIGN ON' FOR RACE WEEK

I am interested in participating in Baja-Ha Race Week this year. Specifically, I'd like to sign on as crew to race on one of the boats. Naturally, I would be more than willing to pay my fair share of the expenses.

I am thinking of flying to La Paz on March 27 or 28, spending a night or two in a hotel, and then trying to find a boat looking for crew. What would you suggest?

Also, does *Latitude 38* and/or any of the other race organizers plan to set up a 'clearing house' to help match up crew with boats?

Baja-Ha Race Week sounds like a lot of fun and I would like to join in even though I don't have a boat in Mexico. If anyone with a boat wants to call, my numbers are (415) 545-4121 (w); and (415) 376-7365 (h).

Tom Hughes
Moraga

Tom — While we can't guarantee anything, if you're a halfway normal person who gets along with people you shouldn't have any trouble getting on a racing boat at Race Week. Lots of folks have come down 'blind' before and have gotten to race.

There's no 'clearing house' as such, but if you arrive a couple of days early — an excellent idea — get the word out on the net that you're looking to crew. We're confident something will turn up. If it doesn't, grab us or Alberto Morphy and we'll see that something works out for you.

As for staying on a boat — as opposed to camping on the beach — for the duration of the Week, that might be a little different. But heck, if you're willing to pay expenses, you might get 50 offers. Come on down, the folks are friendly and things always work out.

☐ AN ABOMINATION OF DECENCY

Your treatment, in the January edition of *Latitude 38*, of the issue of bringing suits against boatowners when accidents occur, was an abomination of journalism and decency.

There is in the art of journalism, one overwhelming successful method of making one's point; that is the judicious use and presentation of fact as the basis for reporting. In this respect your paper has failed miserably. Dragging one individual, Tory Burke, through a quagmire of ridiculous analogies, bungled facts and half truths represented by yourself and those who seek to protect Mr. Trask from his liability as a boatowner is unfair and indecent not to mention bad journalism.

You have tried to hold this case as the basis for your contention that suing boatowners for injuries sustained on their boats, even if improper maintenance is involved, is bad form. You have chosen a poor case in defense of your point and your shoddy or shall we say lack of representation of Tory Burke's "side of the story" is further evidence of biased reporting.

Had you chosen to inform yourself of even a few facts regarding this case you would, undoubtedly, have sought a greener pasture to lay your presumptuous groundwork and no doubt you would have found a case more deserving of your wrath.

Tory Burke has endured a three-year long struggle (which should

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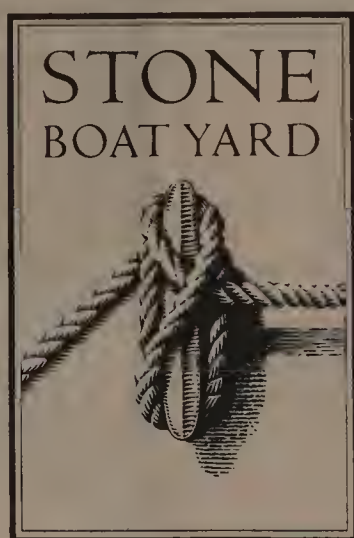
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LETTERS

be noted, is far from over) with her knee as a direct result of an exposed cotter pin which pierced her kneecap as she was working the foredeck as a crewmember on Mr. Trask's boat. Whether or not, as you weakly contend, one out of one hundred boats conforms to safety regulations is pitiful consolation to Tory who has suffered four rounds of major knee surgery, endless physical therapy sessions and untold frustration in pursuing an education, a career and indeed her true and first love, sailing.

It is sad to note that Mr. Trask found it necessary to appeal his case to the sailing community through the inept ability of a journalist who carelessly cast aside the realities that Tory Burke has been strong enough to endure. I applaud you, Tory. *Latitude 38*, you should be ashamed.

Leal Buck
Tiburon

Leal — We, too, would be ashamed if half the assertions you made were true.

To suggest the article was written on behalf of Mr. Trask is simply false. He refused comment on the matter, but left the distinct impression that the less written about it the better.

We did seek Tory Burke's side of the story but were unable to get it. She is not listed in the phone directory. The captain of the boat at the time of the incident no longer knows where she lives. We called her lawyer a number of times over a period of several months, informing him we were doing an article. For whatever reason, he did not respond — until the letter that appears elsewhere in this issue.

For further discussion of this issue, see that letter and our response.

□ SNIDE, PEDANTIC, SELF-RIGHTEOUS

The three-month exchange between Messrs. Doyle, Kisling and yourself regarding an incident involving *Merlin* is a bunch of uninformed, self-serving crap. In addition, it could lead others into an unsafe situation if some facts don't get interjected somewhere.

Rule 16 of the Inland Steering and Sailing Rules requires that "Every vessel which is directed to keep out of the way of another vessel shall, so far as possible, *take early and substantial action to keep well clear*". Rule 8(a) of the same Rules requires that "Any action taken to avoid collision shall . . . *be positive, made in ample time and with due regard to good seamanship.*"

I'm sorry, Mr. K., but having your cockpit all set up for a fast tack is fine for the USYRU but doesn't quite cut it in my book. Having apparently violated the above Rules, it's pretty nervy to publish a diagram of what you would have done if, against his better judgment, the other guy had "exercised the privilege" and sailed on, trusting that you'd eventually observe at least one of the Rules.

Rule 17(a)(ii) allows that "The other (stand on) vessel may, however, take action to avoid collision by her maneuver alone, as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action in compliance with these Rules." Sounds to me like that's just what Mr. Doyle did. Your initial suggestion that he might consider observing the Rule of Gross Tonnage isn't a bad one in general (improper under the rules, but not bad anyway), but in this case, why? If the diagrams and descriptions are anywhere near accurate, why do you assume that a complicated tack is necessary at all? If *Merlin* had fallen off 30 degrees at the proper time and sailed for a minute or so with imperfectly trimmed sails, then resumed her original course to pass clear ahead, wouldn't everyone have been happy, safe and legal?

Mr. Kisling's closing statement in his January letter was really the clincher (and sure adds weight to your suggestion mentioned above).

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HIDDEN HARBOR MARINA

Sailboats from the Bay and the world's oceans come to ply the myriad waterways of the California Delta. Many come for the summer months seeking the warmth and tranquility that sunny days and warm nights have to offer. Some stay on through the fall enjoying the cool still morning and light air that each shortening day brings. Spectacular sunsets, which have always been a Delta trademark, are especially beautiful throughout the fall. With winter comes solitude and peace that is absolute. A flourish of blossoms and greenery turn into spring as the Delta once again cloaks itself with wildgrape and blackberry intermingled among the oaks and alders along its banks.

Through the seasons, sailors cruising the Delta waters pass by a potpourri of marinas and harbors. Though all these facilities offer a place to keep their boat, only one offers the pleasures of the Delta without a break in its natural continuity.

Located in a more tranquil portion of an already peaceful region, Hidden Harbor Marina preserves the atmosphere while offering comfortable and secure accommodations. The churning activity and noise that powerboats bring in is not present, as berths are offered to sailboats only. One powerboat, a 24-ft Skipjack, is owned and operated by the marina as a tow vessel. Knowing this free service is available 24 hours a day gives Hidden Harbor patrons confidence and peace of mind as they explore secluded anchorages or race with the steady winds that are indigenous to the area.

The marina's two protected harbors lie at the mouth of scenic Steamboat Slough. These waters are the cleanest in the Delta, with the northern mountains feeding a fresh flow continually throughout the seasons. With the clean waters and peaceful beauty of the marina it is not hard to understand why many boaters occasionally choose to remain in their slip through an entire weekend, swimming in the harbors and making use of the quality fa-

THE DELTA AT ITS BEST

cilities. Bar-B-Que areas blend in with the natural surroundings and the restroom buildings, which contain tiled showers and laundry rooms, are the best any marina has to offer.

The harbor masters at Hidden Harbor are owners as well as residents of the marina. One of them is always present both day and night. A card-lock gate on the land side allows entry to boat owners only. Hidden Harbor's fuel dock and other facilities are not open to the general public so those people you see at the marina are either berthers or their guests.

The marina's geographic location provides some welcome benefits that other portions of the Delta do not share. Farmland that makes up the islands in our area consist of heavy soils which are not carried on the winds. Clouds of dust associated with much of the Delta's peat soils do not exist. The river just outside the mouth of Steamboat is deep and wide. Wind crosses this vast expanse of water delivering a steady broad reach throughout the summer, providing some of the best sailing in the Delta. Sailing north out of the marina takes you up Cache Slough to secluded deep water anchorages in the labyrinth of sloughs made up of Lindsey, Hass, Shag, Prospect, Miner and Cache itself. This is an area where the levees serve as private farming access. Boaters who choose to "get away from it all" need only to take the one hour cruise to their favorite anchorage and drop the hook.

Hidden Harbor's geographic location has given it an added benefit: 310-ft down is an aqua strata that runs clean and pure. A well put down in 1983 tapped into this source and provides the marina with quality water. The proximity of Rio Vista, just two miles down the river, is also fortuitous. If your needs are something other than the fuel and ice that the marina offers, then you have only a five minute drive to find everything from groceries to teak. The retailers in this Delta community offer everything the boaters need with selection and prices that no marina chandlery can

match. The closeness of Rio Vista affords sailors in the marina the best of both worlds. The privacy of Hidden Harbor is not disturbed by the crowds of people needed to support retail sales, while the patrons of the harbors have a virtual cornucopia of goods only moments away. Berthers in need of marine supplies receive an added benefit: the marina has an account with one of the west coast's largest wholesalers and passes their cost directly on to the boater. No money is made on the transaction by the marina but resulting well maintained vessels and satisfied patrons are a definite benefit.

Wakes from passing vessels and wind blown waves are held out of the enclosed harbors. The tree covered peninsulas that curl around the marina allow the sailboats within to rest calmly in their slips. Shade and parking within feet of your boat are added pleasures these breakwaters provide. Hidden Harbor and its adjoining neighbor, Ryer Island, go through the winds and waters of winter — year after year — unscathed. Ryer Island, and Grand Island just across Steamboat Slough from the marina, do not even appear in a U.S. Army Corps of Engineers study showing the likelihood of levee failure within the Delta. All other islands fall into categories of projected failure likely after 25 years or more to projected failure likely in ten years or less.

Hidden Harbor is fortunate to have all the pleasures and beauty of the California Delta without any of its drawbacks or uncertainties. If you own a sailboat and are considering a berth in the Delta, Hidden Harbor is a must on your itinerary. Call (916) 775-1313 for additional information or write: Hidden Harbor Marina, 3100 Ryer Road East, Walnut Grove, California 95690.

Thank you,
Hidden Harbor Marina.



LETTERS

The knowledge that someone is driving 15 or 20 tons around at 11 knots with 23 people on board and doesn't know the rules is interesting, to say the least. While he was actually correct in what he assumed to have been the rules at the time of the incident, sure knowledge would have prevented his acceptance of a non-existent rule that "hard on the wind, regardless of tack," has right of way over "off the wind". What if those two "explainers" had been in the cockpit and brought their "rule" to his attention then? The Inland Navigational Rules Act of 1980 has been in effect in the San Francisco Bay for over five years. The entire USCG Navigational Rules, International and Inland, is available for six bucks at West Marine. The entire Inland Steering and Sailing Rules section, contained therein, is only 13 pages, the print is large and several of those pages are blank. (On none of those pages, however, is there any reference to "Vessels off the wind, on any tack . . . , etc.). A quick read by those who haven't already done so might keep a 67-foot boat out of someone else's cockpit, a difficult thing to explain to your insurance company.

Enough of the snide, pedantic self-righteousness . . .

I want to report that, despite rumors to the contrary, Caribbean Sailing Yachts is alive and getting well in Tortola. While the CSY 33's, 37's and 44's were for years the standard for cruising comfort in the BVI, they were never intended to be fast and have gotten a bit weary and out-dated. The new CSY 42's and 50's which are being delivered now from Gulfstar are re-establishing the standard again — and this time you get performance as well. Four of us spent last Thanksgiving week on their first 42 (the second was delivered that week and several 50's were already in service). We never did get the toaster to work, but the microwave, VCR, CD player and tape deck, cockpit and cabin layout, seemingly unlimited fresh water, and hull speed in any reasonable breeze were all great. They've also continued to put hatches and portholes everywhere possible which is a real advantage over Beneteaus, Moorings, or whatever, between April and September. I would strongly recommend a CSY charter with the proviso that you take a 42 or 50 — better boats, better prices. (I would, however, eat dinner at The Mooring's restaurant . . . it's excellent.)

For those who haven't been to Roadtown recently, there are now a couple of supermarkets which rival ours here. Unless you're really lazy, make out your own menu and spend an hour there. You'll eat much better — and cheaper — than with provisioning regardless of which charter company you choose.

Another reader's suggestion to avoid St. Thomas and go to Tortola via San Juan is good advice — unless you need a shopping fix — but I'd suggest via Dallas rather than New York. Do not, under any circumstances, be tempted (even if they pay you) to go Eastern via Atlanta. But that's another story.

Harvard Staggs
Kaze
South Beach Harbor

□PORT SHALL KEEP OUT OF THE WAY

I expect you have received many responses already on Niels Kisling's letter in the January issue (page 63), but I couldn't disregard his statement on the ". . . inland waterway rules . . .".

Mr. Kisling should reread the latest version of the Inland Navigation Rules recently adopted to conform, as nearly as possible to the 72 COLREGS, the newest version of the International Navigation Rules.

Inland Rule 12(a)(i) states "when each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other;" This applies whether or not the vessels are

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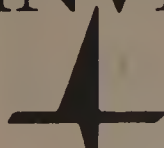


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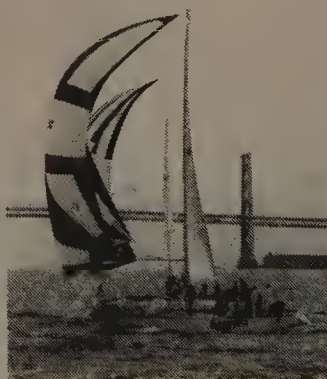
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LETTERS

close-hauled, reaching, or running. Rule 12(b) clarifies "... the windward side shall be deemed to be the side opposite to that on which the mainsail is carried . . ."

In days gone by, the close-hauled vs. running free distinction was stated, but not any more. Starboard tack is the stand-on vessel whenever two sailing vessels on different tacks meet.

Please note that Rule 13, Overtaking, outranks Rule 12 so the overtaking vessel always stays out of the way of the overtaken, regardless of which is power, sail, or tack!

Enjoy your publication when I can find it. Keep up the good work and may you never have any typos on your watch!

James Avery Gast
Arcata

□ HOPES, DREAMS AND WISHES INSTEAD OF THE LAW

The Doyle/Kisling squabble expressed in the last two issues of *Latitude 38* pointedly revealed the kind of thinking that seems to motivate decisions all too frequently on San Francisco Bay. Thinking that can easily cause owners and skippers to end up in the Admiralty court where law — rather than wishes, dreams, hopes and biases — is master.

What is not relevant, too often becomes the motivation behind maneuvering decisions, rather than what is relevant: the LAW.

The size of *Merlin* or the Pearson was not relevant. Neither vessel was burdened by the constraints of a narrow channel. Furthermore, the size of the crew and the number of guests aboard should not be the deciding factor for holding on or hauling off in compliance with the law.

The fact that one or the other vessel had decided earlier concerning a specific cruise plan, including way points and turning tactics, was irrelevant.

In fact, nothing was relevant except the Admiralty law which clearly states that "when each (vessel) has the wind on a different side," (which was the case here) "the vessel which has the wind on the port side shall keep out of the way of the other". *Merlin* had the wind on the port side.

The other applicable law is the general prudential rule — rule #2 in both inland and international law — a law which gives skippers the right to depart from the rules in order to avoid immediate danger.

It appears abundantly clear to me that *Merlin* failed to assess the pending danger, and therefore failed to take early and decisive action by either luffing or hauling off early on. Had this been done, there would be no Doyle/Kisling squabble.

On the other hand, the Pearson, as the stand on vessel, was obliged to hold course and speed until it became necessary to haul off in order to avoid immediate danger — just as the law suggests. The knowledgeable and prudent master was obviously aboard the Pearson.

If I were on the bench, and had only the data from *Latitude 38* to evaluate, you may be certain that *Merlin* would feel the teeth of the court. The Pearson, the legal stand on vessel, would be exonerated.

Macey Casebeer, DPA
Davis

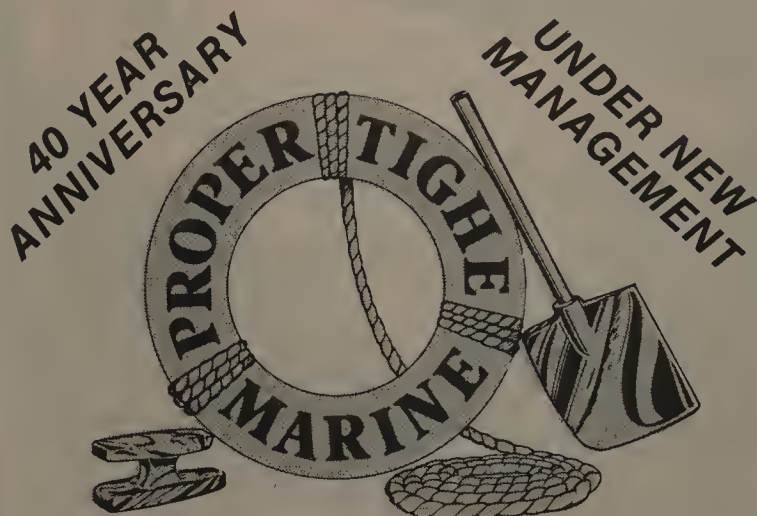
□ AM I MISSING SOME SORT OF JOKE?

With the realization that there are 40,000 copies of your January issue out there in the hands of sailors I don't believe the penultimate paragraph of Niels Kisling's letter should go uncorrected.

Attached is a copy of Rule 12 of the "Rules of the Road" (Colregs 72).

The starboard tack always has right of way over the port tack. Windward/leeward only applies to sailing vessels on the same tack.

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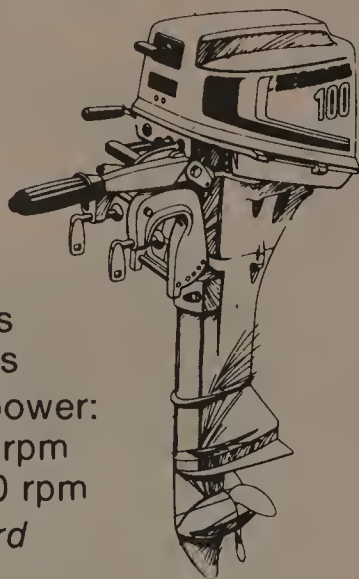
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LETTERS

This is so basic that I wonder if I'm missing some sort of good practical joke here.

RULE 12

Sailing Vessels

(a) When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows:

(i) when each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other;

(ii) when both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward;

(iii) if a vessel with the wind on the port side sees a vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or on the starboard side, she shall keep out of the way of the other.

(b) For the purposes of this Rule the windward side shall be deemed to be the side opposite to that on which the mainsail is carried or, in the case of a square-rigged vessel, the side opposite to that on which the largest fore-and-aft sail is carried.

Jim Enzensperger
Tiburon

□ STAYING HOT IN THE COLD

Re: Ms. Lee Helm's version of an excellent cruiser. Overlooking physics in design is dangerous. Bilge keels have much to recommend them, but encountering unexpected groundings is not one of them. Furthermore, a nicely retractable rudder is difficult at best. The traditional shoal draft full length keel is hard to beat in the real world. Waterline length and displacement are equally valuable. I always say, "There's no replacement for displacement."

A note regarding heaters. They are requisite in any area where the ambient temperature falls below 40°. Above that temperature they are a luxury.

Aboard *Dutch Maid* — which some of you may recall is 38' x 9'6" x 5'1" and was built in Rotterdam in 1937 — I use a Force 10 propane heater. The unit works flawlessly, producing high-quality dry heat of about 6,000 BTU on the low setting.

The problem with propane is that it is only useful as a gas. When the ambient temperature drops below 20°, the most widely used propane cruising tanks lose their ability to vaporize. Thus fuel doesn't get to its intended destination, be it in a heater, stove, water heater, etc.

These cold weather difficulties can be minimized by having large tanks or having them in pairs. Also by shortening the hose or tube lengths to the minimum and by increasing the inside diameter of the hose/tube to 3/8" or 1/2".

Dutch Maid and I are comfortable in a protected harbor here in Maine with only 2,000 BTU, which I have in continual service.

John K. Fisher
Northeast Harbor, Maine

John — A niftier solution to cold weather propane problems is to move to a warmer climate.

DEAR READER:

We enjoy hearing from you and want to run your letters without delay, but there are too many long letters and not enough space. Please try to write shorter letters. Remember the ABC's of writing: Accuracy, Brevity and Clarity.

Sometimes shorter is better. Thanks.

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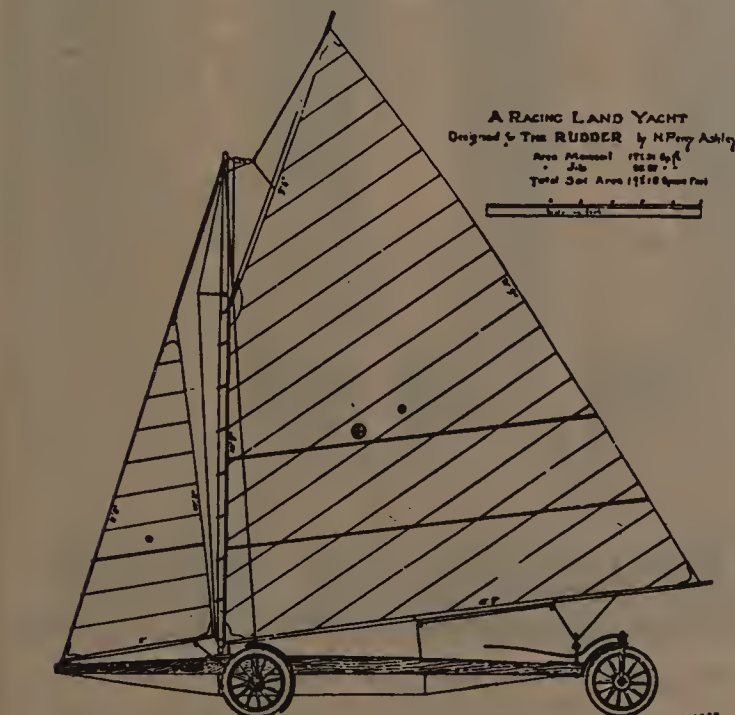
LOOSE LIPS

Not exactly the latest thing.

A few months back Mark Zielinski requested plans for 'land yachts', which are basically sails put on a wheeled platform. We recently received two more letters on where to find plans to build them.

Michael Hill of San Jose directs Mark to page 915 of *Popular Mechanics*. That's page 915 of the 1933 issue. He sent us a xerox copy of the article just to prove he's not making it up.

Then Charlie Smith of Joyce, Washington reported that *Rudder* once ran plans for the land yacht that appears below.



Charlie isn't sure what issue it ran in, but thinks it's now covered in cobwebs. The "wooden spoked auto wheels", he says, date the design.

In reference to this particular design, he notes "the center of effort, center of lateral plane, center of buoyancy, etc., aren't very important, so any kind of sail set up on some wheels wide enough apart to be stable should be able to shoot along like a stripped assed ape." Like a what?

Moving, moving, moving.

In the December issue we ran a letter from John, Pat and Steve Harris that was very complimentary of the Fijian charter vessel, *Seax of Legra*.

The operators of that 45-ft steel ketch, Warwick and Dianne Bain, want everybody to know that they've moved. The hotel they used to be based at has temporarily closed, so if you want to reach them, you must write P.O. Box 89, Waiyevo, Taveuni, Fiji Islands. Or, you can telex FJ8277.

Say it ain't so.

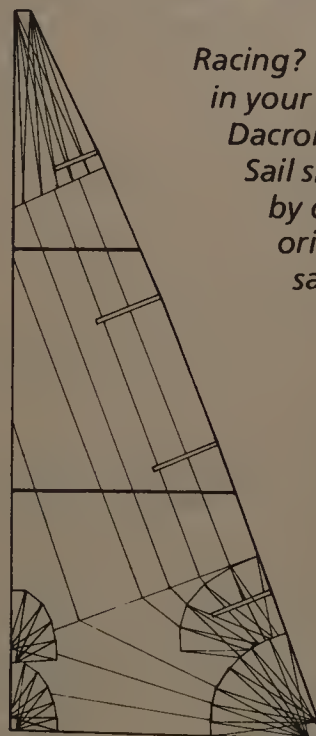
Kermit and Fritz Parker, long-time sailors who founded Kermit Parker Yachts in San Rafael, have done the unspeakable. They've acquired a fiberglass boat, after selling and promoting wooden boats so long that some thought maybe they invented them.

Actually God invented wooden boats, along with lawn chairs, but the Parkers are about the last sailors we'd expect to see in a plastic boat. We understand they bought a Cheoy Lee that they seem to like, or at least tolerate. Welcome to the world of the unplanked!

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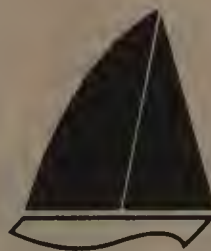
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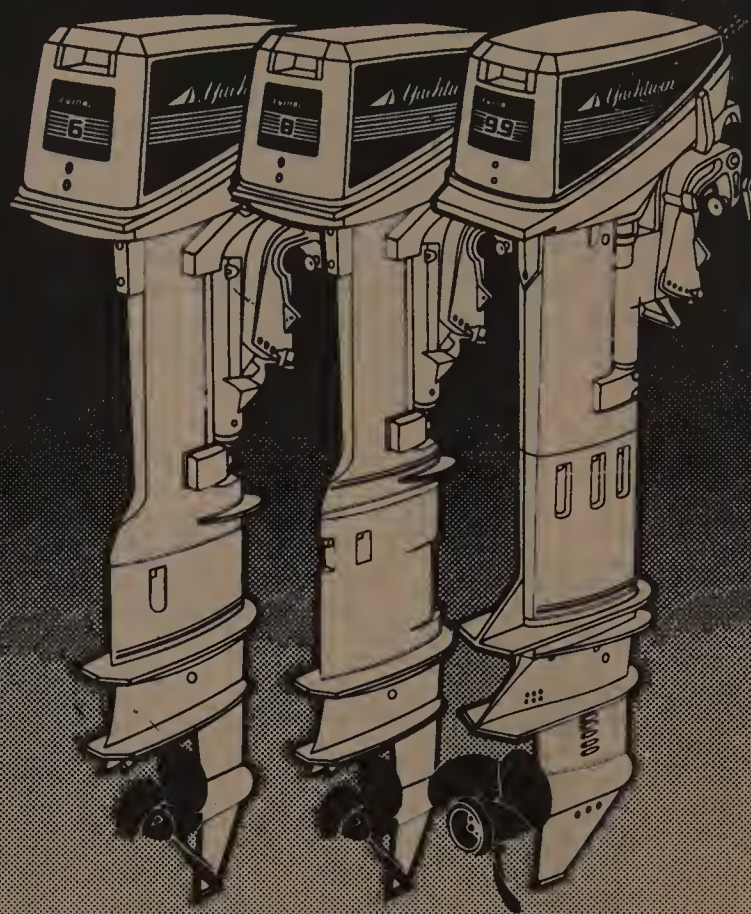
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Evinrude® Yachtwin™ motors are designed especially for sailing. So they deliver all the forward and reverse thrust you need around the harbor and when the wind slows. Plus Yachtwin outboards also give you a more efficient power-to-weight ratio than heavier 4-cycle auxiliaries.

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LOOSE LIPS

I guess I can hold it until we get home.

If you drink beer while you're out racing, you often get off the boat with a tremendous urge to take a whiz. If your nearest restroom is the one near the corner of Yacht Road and Marina Boulevard near the St. Francis YC, you might hold it a little longer.

Apparently the restroom has become a hotbed of homosexual activity. According to police, because of complaints received by the harbormaster, 11 "visits" by the police in the middle of December resulted in the arrest of 56 men for lewd behavior or soliciting.

Complaints about sexual activities in the restroom had been increasing in prior months. In fact, one man is said to have been beaten when he objected to the fact that two men were engaged in sodomy in the restroom.

This was no low-life crowd, either. One of the folks over at the Harbormaster's office says "people would drive up in Rolls and Mercedes, and there were colonels and captains."

Marine directory for Northern California.

The *Cal North Boating and Marine Directory* will offer one comprehensive source for anything and everything remotely nautical, or as organizer John Super, puts it, "Everything from the people who make the screws to hold the fins on water skis to the companies who make winged keels — if there are any left." He asks that all such organizations call or write now for inclusion in the directory. Listings in the white pages of the directory are free. Like most directories, the yellow pages listings will pay the bills and make the directory possible.

Appearance-wise, the directory will look much like the handy and successful Southern California Marine Directory. The publication date is set for next May or June, when 35,000 free copies will be distributed through marine outlets though the area. To be a part of it, call John Super at (415) 826-8370, or drop a line to Cal North Boating and Marine Directory at 218 Moultrie St., San Francisco, CA 94110.

Quote of the month:

"I detest those men who call themselves sailors and who only use boats or yachts to gain notoriety. As a class they will cheat or do anything to win races; the yacht to them is but a means to an end, and that end is vainglory."

Who said it? Ted Turner, George Olson, Dennis Conner, Max Ebb, Lee Helm, Lee Iacocca, Walter Cronkite, Nathaniel Herreschoff or Bill Clute? Hint: he died many years ago.

Calling Ranger 29's.

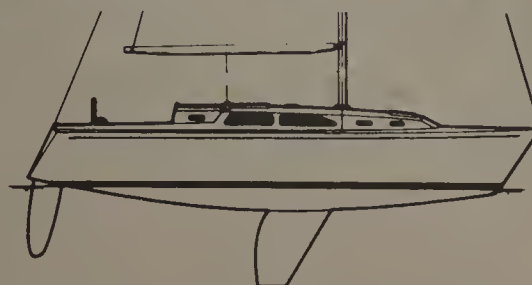
Bruce Adornato of Palo Alto is a Ranger 29 owner with a great idea. He'd like to revive the one-design fleet for racing on the Bay. If any Ranger 29 owners are interested, they may contact the owner of *Exit* at 770 Welch Road, Suite 300, Palo Alto, CA 94304. Or by phone at (415) 941-3705.

Are there any other of you one-design folks out there who would like to revive your class for either racing or cruising? If so, drop us a line at P.O. Box 1678, Sausalito, CA 94966 and we'll get the word out. One-designing is an easy way to enjoy your boat more.

How's your typing?

The Marines are looking for a few good men. The Yacht Racing Association (YRA) is only looking for one good secretary/clerical type to help keep order amid the chaos that is sailboat racing. This is temporary work, with the opportunity for full time; hourly wage, no benefits. If you can type, you don't need to know much about boat racing. Interested? Call Lauren at 771-9500.

SCHOCK 34 P.C.



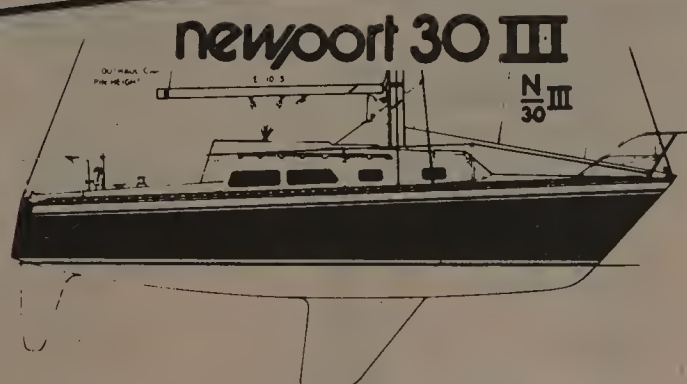
The quality of Schock's 40 years of boatbuilding and the hot Nelson/Marek design combine to build the most comfortable 34 footer available. Save \$25,000 over a comparable 34 footer.

#1 for the money

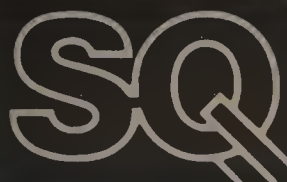
#2 for the show

#3 reasons to see them

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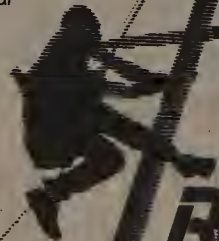
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LOOSE LIPS

Excessive interest?

Do you know how much it costs a year to keep your name on the waiting list for a berth in the Santa Cruz harbor? Sixty dollars.

That's not chicken feed is it? We can't help but wonder if it really costs the harbor that much to maintain the list or if they're skimming money to try and pay off the federal budget deficit.

F is for Fremont

Last month we said the second and third-place FJ season champs, Steve D'Angelo and Karl Paulsen, were members of the Folsom Sailing Club. Not true. They're in the Fremont sailing club. Sorry about that.

Gilligan lives!

A sharp-eyed source who wants to be identified as "The Clumsy Foredeckman" spotted this line in an ad for a desktop publishing scanner: "A modest Stephens credited his crew for the hard-fought victory, praising their stamina and undying drive to win. 'I'd have to say, if it wasn't for the courage of my fearless crew, the *Minnow* would have lost . . .'"

To demonstrate the scanner, the ad showed a bogus sail magazine with a boat on its cover. "Clumsy" points out *Minnow* looks a lot like *Imp*, the Ron Holland design that won the SORC, Admiral's Cup and many others.

And you TV trivia buffs probably recognized Stephens' quote as part of the theme from *Gilligan's Island*. "Should this be sung to the tune from *Stairway to Heaven* or *Gilligan's Island* asks "Clumsy," in reference to another bit of trivia — you can sing both songs to the same guitar chords.

In fact, a few years ago a Bay Area band recorded the *Gilligan's* theme to the tune of *Stairway to Heaven*. Led Zepplin's attorneys were not amused.

It wasn't anything like this when we were in the Navy. After a six-month cruise, the repair ship *USS Samuel Gompers* returned to its homeport in Alameda, with two innovations. Since there are 400 females among the officers and enlisted personnel aboard, there were men as well as women awaiting their spouses on the dock when the ship arrived. In addition, the Navy allowed female relatives and friends to ride the *Gompers* home from Hawaii.

It was part of "Operation Tiger, a Navy sponsored program which permits family members and friends of Fleet sailors to experience the conditions under which their sponsors work and live," according to a Navy press release.

The press release didn't say what might happen if one of the "female relatives" got aboard and started getting suspicious about the 400 females their "sponsors" had been sailing with for six months. "Operation Tiger" indeed!

Now that really is a strange guarantee.

Reader Lyman Lacy of San Francisco sent us a clipping about a Wolter High Tech Hot Water Heater. What he found so amusing — as did we — was the guarantee of satisfaction. To quote:

"We're so certain that the Wolter System will please you, that we guarantee your satisfaction. If, within 30 days, you're not fully satisfied, return your system, unused and installed for a full refund."

How are you supposed to tell if the product is satisfactory if you can't use it? That's like a magazine guarantee; "if after two weeks you're not satisfied, return the magazine unread".

April, 1979



When laying out our first sail 7½ years ago, we didn't know what the future would bring.

Summer 1986

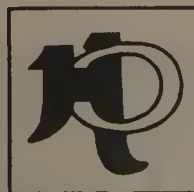


Since that day business has stayed so busy we hardly get a chance to worry about the future.

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Automatic Bilge Pump

With Built-in Switch

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Model 281618 List \$49.95

SALE \$34.95



**SALE
\$9.95**

Compound X

Extends the Life of
Bottom Paint

Non-toxic, EPA approved, biodegradable formula works with almost any bottom paint. Add it to your bottom paint and it will greatly prolong the anti-fouling capabilities of the paint. 10 gram size is enough for one gallon of paint.

10 Grams Model 275396
List \$14.95

Anti-Seize and Gasket Compound

Protect metal parts from salt water intrusion while ensuring easy disassembly later on. Effective from -100 to 2000 degrees F. 16 oz spray.

Model 279679 List \$6.92

SALE \$4.99



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15% Off on

Patagonia Sweatshirts

Whether you choose the 100% cotton French Terry, or the cotton/poly blend Diamond Quilt, you'll enjoy Patagonia's functional, stylish sweatshirts. Limited to Stock On Hand.

French Terry **SALE \$28.95**

Diamond Quilt **SALE \$37.85**

Synchilla Pants

Whether you're looking for insulation under your foul weather gear or the ultimate "warm-up pants" you'll be delighted with these non-absorbent, super warm Patagonia pants. Navy or Charcoal color. Limited to Stock on Hand.

15% Off our regular price of \$49.50

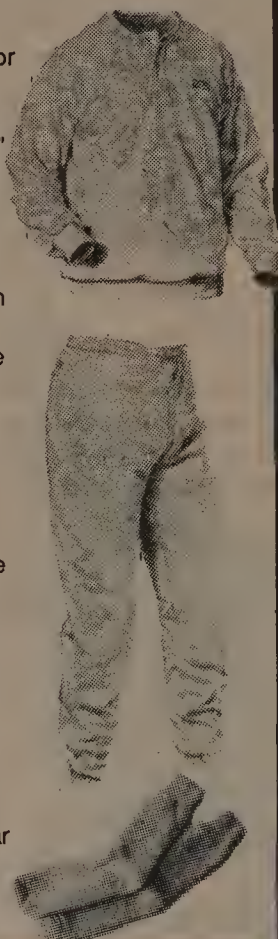
SALE \$41.95

Poly-Wool Socks

These high-performance socks are a blend of polypropylene (moisture wicking), wool (warmth), and nylon (heel and toe reinforcing). Bulky and warm, they're perfect under seaboots. Navy Blue.

Over 15% Off our regular price of \$12.00

SALE \$9.95/pr



**SALE
\$41.95**

ACR Firefly Strobelight

The Firefly Strobe has long been the standard in the personal man-overboard-light industry. Waterproof, flashes bright white 50 times per minute. Battery included. Model 100149 List \$69.95

**SALE
\$34.95**



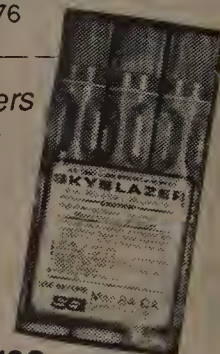
Aqua-Tek Anti-Fouling Bottom Wax

Unique Alternative to Bottom Paint.

This transparent wax can go on most any surface or paint, and requires only 45 min. drying time. Can be applied underwater. Qt. can will cover 125 sq. ft. Two coats recommended. Model 280693 List \$49.76

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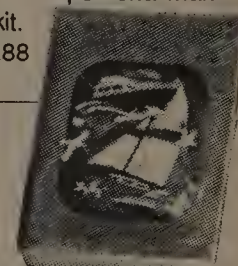
SALE \$10.59



Skyblazer Red Aerial Flares

This three-pack of Skyblazers fulfills Coast Guard requirements, fits in your pocket; require no pistol, reach 700' altitude and are waterproof. Easy to fire, they're great as the boat's primary flare kit or as a personal man overboard alert/locate kit. Model 152231 List \$16.88

SALE \$7.95



Pacific Boating Almanac

The 1987 "Boater's Bible" is now available. Covering the entire West Coast in three editions, the Almanac is full of information the boater will find indispensable when visiting new harbors or traveling along the coastline. So. Cal., No. Cal., or No. West and Alaska List \$10.95

West Marine Products



Re-Introducing Perko Battery Switches

We have 6 models On Sale this month to take care of almost any battery switch application. Perko's are well known for their safety and reliability-we highly recommend them.

On SALE at 33% Off List

Examples:

Model 281469-Standard 2 Battery

List \$26.25 **SALE \$17.50**

Model 281477-2 Battery with alternator field disconnect

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Model 281535-On-Off for 1 battery with alternator disconnect and key lock

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Our entire stock of Ancor
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**All Sizes are ON SALE
at 45% Off List!**

example 3/8" List \$.26 **SALE \$.14**

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Ideal for all running rigging applications, Sta-Set Yacht Braid has extremely low stretch, is flexible, easy to splice and long wearing. New England's unique heat setting process stabilizes the line and gives it unsurpassed dimensional stability and minimizes the service hardening that plagues most braided lines. Solid Color Red, Green, Blue and White are

**All Sizes are ON SALE
at 45% Off List**

example 3/8" colored List \$.66 **SALE \$.59**

3/8" white List \$.56 **SALE \$.31**

Nicro Fico



Nicro-Fico Snatch Blocks

Get ready for Spring Sailing; our entire stock of snatch blocks is on sale at

33% Off List!

example: NF10156B List \$52.00

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Professional Mariner Battery Chargers

For Heavy-Duty charging, Pro Mariner is the runaway leader in the Marine Industry. Fully automatic, individually senses each battery/bank, can't overcharge your batteries. Promite 15/20 (20 A Chgr, 15 A Pwr Supply)

List \$259.00 **SALE \$159.95**

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List \$365.00 **SALE \$224.95**

Dura 30/50 (50 A Chgr, 35 A Pwr Supply)

List \$410.00 **SALE \$249.95**

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on Lake Union
(206) 282-2021

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formerly Cal-Marine

Portland
12055 N. Center Ave.
Jantzen Beach next to McDonalds
(503) 289-9822

Northern
California

Sausalito
475 Gate 5 Road
100 Yds. N. of Harbor Dr.
(415) 332-0202

Oakland
2200 Livingston St.
23rd Av. Exit, Hwy. 17
(415) 532-5230

S. San Francisco
608 Dubuque
take Oyster Pt. Blvd.
(415) 873-4044

Palo Alto
850 San Antonio Rd.
just off Hwy. 101
(415) 494-6660

Santa Cruz
2450-17th Ave.
at the Freeway
(408) 476-1800

Southern
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Marina Del Rey
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(213) 823-5357

Long Beach
251 Marina Drive
take 2nd St. to Marina
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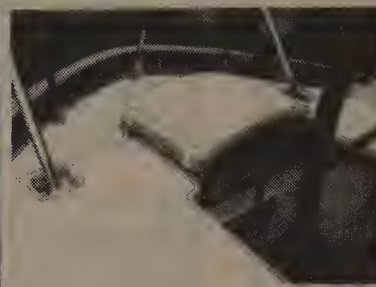
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Come Take The 'Channel Islands Challenge'

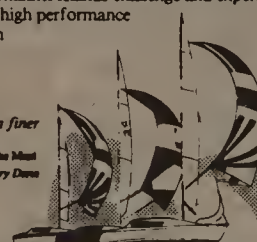
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IS PROUD TO BE THE NEW HOMEPORT OF THE THREE-MASTED TOPSAIL SCHOONER, *JACQUELINE*

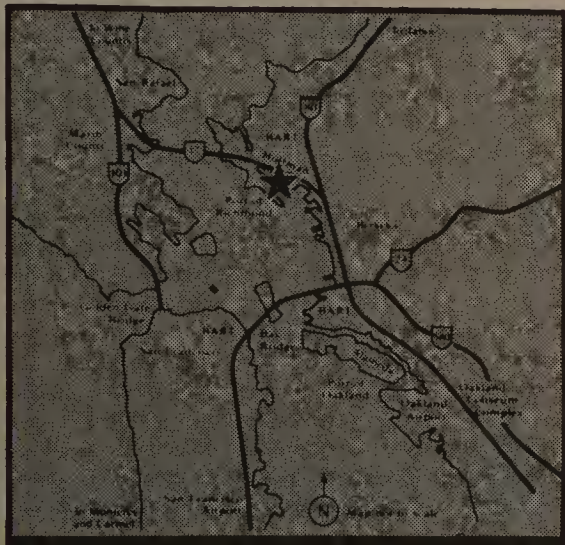
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oyster point shuffle

If you had planned to keep your boat in Oyster Point's west basin this winter you're out of luck. All the boats are being moved out so new docks can be built. The old docks are so dilapidated that two have been closed because they may not make it through the winter storms.

By April 1 the 200 remaining boats will have to leave so the docks can be replaced in a \$5.6 million project. About a third of the boats will be moved to the newer east basin, but owners of the rest are looking for berths in other marinas, at least until December when the work should be done.

Harbormaster M.G. "Swede" Hansen said he wanted to do the construction in phases so everyone wouldn't have to move out at once, but there were scheduling problems with the dredge and it became too expensive.

"There would have been no parking, no restrooms, and the electricity would have been jury-rigged, with the possibility that someone could have gotten hurt," he said. "We just couldn't handle it. It would have been like trying to remodel your house and live in it at the same time."

He said most of the boatowners have been receptive to the move, but "you always have that percentage who want to raise hell no matter what you do." Some are facing much higher slip fees. Swede says there hasn't been a rent increase in the west basin for about four years. A 24-foot slip goes for less

cont'd on next sightings page

inadvertent

In the January issue we did a quick sweep around Northern California to find out what local boatbuilders and designers were up to. As inevitably happens, there were a couple of omissions and one item that needed clarification.

When we spoke with Ron Moore we got the wrong impression about the "hellaciously fast" Redline Spyder he was talking about building. The deal is the prototype of that design was done by Rick Schwartz of the Pacific Northwest, and that if all goes well, Moore would be the subcontractor building the boats.

Something interesting that Moore recently did was build some vaults for huge water fountains wanted by King Fahad of Saudia Arabia.

We also were finally able to reach Jim Gannon of American River Boat Works. In addition to building the ultralight Sonoma



omissions

30's — he's up to hull #10 — Gannon has gone back to building Freya 39 kits. Two Freya kits were built last year; one went to Oakland and another went to Port Townsend where a guy will finish the boat off if a customer wants. There's yet another Freya kit in the molds right now. Hull and deck sell for about \$21,000.

The other builder we neglected to contact was Fernandez Boat Works, who builds 'Molly's' — 17-foot catboats — in Richmond. Designed by partner Girard DeWitt, three of the boats have been built. The prototype is in the water in Sausalito, and another got good response at the Cow Palace Sports and Boat Show. If you want a close look at how the boat performs, come on down to Baja-Ha Race Week; Phil Fernandez is going to trailer Molly down.

Did we miss anybody else? If so, please give us a holler, we want to be complete.



LATITUDE 38/BILL

oyster point — cont'd

than \$70 a month.

"They've had a pretty good deal," he said. Rents for the new slips haven't been set yet, but Swede said they will be \$4.50 to \$5 a foot.

When notices to move went out January 13 it was no big surprise to Oyster Pointers. The project has been in the works for at least five years. Plans call for dredging, 300 new slips, two restrooms, a new parking lot, picnic area, public shoreline access and about \$300,000 worth of landscaping.

"This will be the finest basin in the entire Bay Area," Swede said. One unusual feature will be space for nine big trimarans in Mediterranean-style moorings, sterns to the dock and pilings for bow lines.

boat shippers

In this issue we had hoped to be able to report how Boat Shipper's did with their first run of boats to Cabo San Lucas. You may remember from a previous *Sighting* that the Newport Beach company was to have started delivering pleasure boats by ship from Long Beach and San Diego to Cabo San Lucas.

We have nothing to report as yet, because the company got thrown behind schedule by paperwork. You see, in order to do this kind of shipping you have to file a 'tariff' with the Federal Maritime Commission, the agency that eventually regulates everything you do. This filing is a little more complicated than you might imagine; 24 pages of this, 24 pages of that, explanations of how you'd handle stuff to Africa and Asia — even if you don't plan to ship there.

Be that as it may, Pete Maddox reports that the first load will be arriving in Cabo San Lucas from San Diego on about the 10th of February. As we go to press, 18 boats had signed up for the passage, including sailboats such as a Westsail 32 and a Cal 34.

Soon after arriving in Cabo, the Boat Shipper's will pick up a northbound load. Schedule for inclusion in this shipment is the Northern California boat, *Skypilot*, a Mull 36 that was formerly known as *Tinsley Light*.

How much does the service cost? A Cal 34, for example, costs \$3,400 for a round trip passage to Cabo San Lucas and back, or \$2,050 for a one way trip. For the Westsail 32, it's \$2,900. A 36-ft sailboat from Cabo to Long Beach is \$2,250.

What's certainly going to come as good news to some Northern California cruisers is the fact that Boat Shippers will soon be adding service from Cabo San Lucas to San Francisco. That's correct. On about March 26 they plan to pick up a big group of boats — many of them competitors in the Newport Harbor YC Cabo San Lucas Race — for shipment to San Diego, Long Beach and San Francisco.

We'd like to give you the price on the Cabo to San Francisco shipping, but it's not been determined yet.

Upon arrival in San Francisco, Boat Shippers will pick up a load and head down to Long Beach, San Diego and Cabo San Lucas. Departure date from Northern California will be right around April 1.

Those cruisers having spent a season in Mexico but dreading the thought of the 1,200-mile beat back to San Francisco will be cheered to know there's an early summer alternative. Boat Shippers will be departing Cabo in early June with a load bound for San Diego, Long Beach and San Francisco. But that's not all, the ship will be continuing on to Vancouver, for those of you looking to cruise the Pacific Northwest.

San Francisco to Cabo service will resume November 1.

As we stated before, we're very interested in how this venture turns out. Lord knows how precious time is, and this service could save a lot of it.

who knows larry & barbara?

Do the names Larry Pollock and Barbara Gleason ring a bell with any of you? We know we've had those names in this magazine several times before.

cont'd on next sightings page

larry & barbara — cont'd

The reason we're interested in talking to them is that they were the winners of the first-ever Atlantic Cruiser's Race from the Canary Islands to Barbados. They covered the 2,700-mile tradewind course in 13 days, 22 hours aboard their 54-ft Dick Flint trimaran, *Running Cloud*.

You won't believe how many boats they had to beat in order to win this trans-oceanic contest. Two hundred and eight. Yes, 208! The huge fleet represented 28 countries, with 39 entrants from the United States.

What could possibly explain the huge fleet in an inaugural race? One reason is that many of the boats would have been migrating to the Caribbean at the time of the race anyway — it was held last November. But there's more to it than that. From what we understand this was promoted as a fun race; family sailing in which babes in diapers as well as grandfathers could be an integral part. It sounds like a great idea to us. The smallest entry was a 22-footer sailed by — this is kind of funny — a Scottish couple.

The course no doubt held great appeal. You may have read in last month's issue about the death and terrible destruction in the Route de Rhum Race from St. Malo, France to Guadalupe in the West Indies. Well, the Atlantic Cruiser's Race starts way south of France, down at Grand Canary Island. As a result, almost the entire course is in downwind trades as opposed to battling Atlantic gales. There was very little damage to boats and bodies in the ACR.

Our sources near the Barbados finish line are weak, so we don't have many more details. This is why we'd love to get in touch with Larry or Barbara, who were described as a "California couple". If either of you two read this, please call collect.

help sail oscar tybring home

Actor Sterling Hayden once pulled out her engine and dumped it overboard. She was designed by Colin Archer to rescue fishermen and merchant seamen off the stormy Norwegian coast. She's the *Oscar Tybring*, credited with rescuing 329 men and towing 102 boats to safety between 1895 and 1938.

After 91 years afloat *Oscar Tybring* is cruising off Mexico and is tentatively scheduled to stop in San Francisco Bay this spring before some maintenance and restoration work.

She is named for Dr. Oscar Tybring (TEE-bring), founder of the Norwegian Society for the Rescue of the Shipwrecked. The *Oscar Tybring* will be part of the group's centennial celebration in Oslo in 1991.

If you're interested in helping sail her home, contact the Oscar Tybring Society, care of Karen Hubbard, 328 West Canon Perdido, Santa Barbara CA 93101.

Tybring was dying of tuberculosis when he negotiated with Colin Archer to design and build a sailing rescue boat. Archer built 35 between 1893 and 1924. The first, *Colin Archer*, saved 36 people during a late-spring storm in 1894 that was so severe steamships could not put out to sea. Hull No. 8 was building in Archer's yard in Larvik when Tybring died the next year and the boat was named in his honor.

Oscar Tybring is typical of the Archer rescue designs: full keel, double-ended with short overhangs, an outboard rudder, 47 feet on deck, 15-foot beam, displacement about 30 tons. Ballast consists of five tons of iron fastened to the keel outside and about the same weight inside in iron pigs. The gaff ketch rig sets 1,100 square feet of sail, including a topsail.

She's heavy and beamy, but former owner Frank Hester says she sails well in light air. "Her 30 tons, long waterline and stubby rig give lots of time to think about what is going to happen next even in a stiff breeze," he wrote.

"Then, when a gust hits, the rigging starts to thrum, the leather on the gaff jaws creaks and, after a pause, she responds to the force of the wind, puts her shoulder into the sea and accelerates. Then she shows the power these boats possess that allowed them to tow a string of fishing boats off a lee shore in heavy weather."

cont'd on next sightings page



PHOTO COURTESY OSCAR TYBRING SOCIETY

oscar tybring — cont'd

The society sold the *Oscar Tybring* in 1938 to the late Robert Robertsen who sailed her to Hawaii and then, with his new wife, Ruth, and dog, Bagpipes, went on to San Francisco, arriving in December 1941. Ruth described the passage as typical for that time of year: calms and gales, broken bowsprit, blown sails and some rigging damaged.

Oscar Tybring has had 15 owners since her society days. Roy Jennings bought her from the Robertsens and installed the boat's first engine. Hayden found her later on the mud in a Wilmington backwater. He bought her and promptly "float-tested" the engine in Long Beach Harbor.

"Sterling had her for about four years, and during that time she sailed up and down the coast," Hester wrote. "Many of his friends, and their friends sailed her, as did I as one of the latter. We all seem to remember those days; at least it is not unusual now to hear the hail, 'Is that the *Oscar Tybring*?'"

'Yes,' we reply. 'I sailed on her when Sterling Hayden had her,' comes back the reply, often followed with, 'I was aboard when he threw the engine over the side.'"

— frank hester and latitude 38

the case against gooffys

In October we wrote about a sail up the Napa River where we met Al Giovannoni, owner of the Napa Valley Marina. Al thinks government should get out of the marina business, because tax support tends to keep berth rents down in municipal marinas and makes competition tough for private operators like Al.

Al calls them Government Owned and Operated Facilities for Yachtsmen, and he puts out a newsletter complaining about GOOFFYs. Recently Joanne Sandstrom, author of *There And Back Again*, hauled the family's trimaran *Anduril* at Napa Valley Marina and, naturally, became acquainted with Al and GOOFFYs. She thinks his ideas deserve some consideration. We agree, but we also think marinas probably deserve government money as much as municipal airports for small private planes.

Here are some of Al's arguments, as edited by Joanne, for your consideration:

The GOOFFY lovers keep at it. Millions upon millions are constantly being appropriated for new construction and development of "public" marinas in Northern California. As it always does, the question comes down to how much should be appropriated. No one questions whether money should be appropriated, or why.

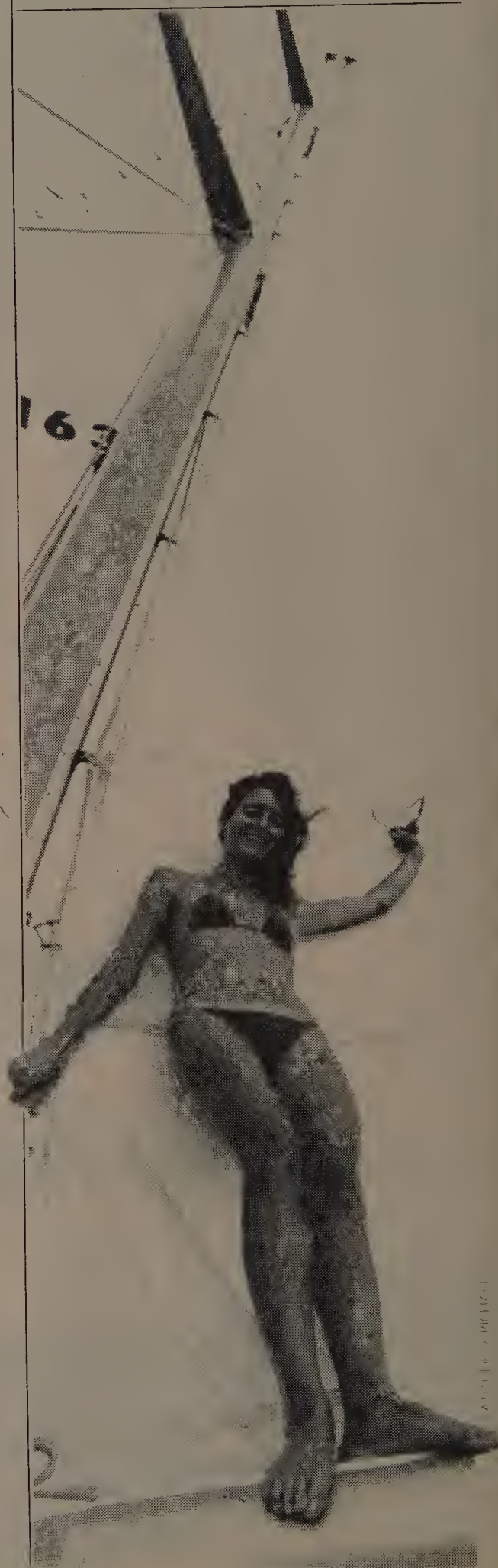
Why do Government Owned and Operated Facilities For Yachtsmen exist? The mere existence of GOOFFYs is a goofy idea in a free enterprise economy. It is particularly ironic that support for GOOFFYs continues unabated under national and state administrations dedicated to getting the government off people's backs.

In our country, government's obligations are based on three basic principles. All government operations should be judged in light of these principles found in the Constitution. Judged in this way, GOOFFYs fail on each point.

A government owned and operated marina doesn't "provide for the common defense," as the armed forces or law enforcement agencies obviously do. It doesn't "promote the general welfare," as does the public school system by educating our children in the values of our society or as parks and wilderness areas do by preserving open space that would be more "profitable" if developed. And it certainly doesn't "secure the blessing(s) of liberty," since it directly competes with a person trying to pursue one of those blessings, the opportunity to go into business for himself.

Furthermore, a "public" marina is a very private place. Just try strolling down the docks as you might walk along the shore of a public beach! You can't get in without a key, and you can't get a key unless you have a boat berthed on the dock. Sometimes even the rest rooms are closed to "outsiders" — that is, the public. The showers almost always are. Now, this is all well and good for yachtsmen — and I wouldn't want my boat berthed in

cont'd on next sightings page



gooffys — cont'd

a tax increase by
any other name

We don't pretend to be terribly sophisticated about economics, but we think if it walks like a tax increase and quacks like a tax increase, then it must be a tax increase.

Although President Reagan has said repeatedly he will not raise taxes, the new federal budget contains \$200 million in new "user fees" that boaters would pay to support the Coast Guard.

The Boat Owners Association of The United States has a response that we think makes sense. "Boaters are already paying user fees — over \$300 million in marine fuel taxes just since 1984," says BOAT/US President Richard Schwartz. "If this really were a user fee it might have some appeal. But, after you tear away the surface veneer, it's a much different story."

All boaters would pay an annual "fee" whether or not they received any service from the Coast Guard, but the Coast Guard would receive no new funding, Schwartz points out. Under the current administration, the Coast Guard's emphasis has been shifted toward drug interdiction and military preparedness. Most assistance provided to boaters comes from other boaters, state marine police and rescue units and the volunteer Coast Guard Auxiliary. Last year the Coast Guard handled less than 15 percent of the situations in which boaters needed help.

While boaters are asked to pay more, services once provided by the Coast Guard are being cut or turned over to the states. The Coast Guard's boating safety program has been slashed by two-thirds since 1980. The Coast Guard responded to 14 percent fewer calls for assistance during 1985 than it did in 1980. More and more non-emergency calls for assistance have been turned over to commercial towing firms.

Schwartz predicts the Administration will attempt to persuade Congress that boat owners are "fat cats" who can afford another fee. But, he points out, the average boater owns a 16-foot boat, pays federal marine fuel taxes, and receives little or no service from the Coast Guard.

"We think it's unfair to be singled out for a new federal tax that's not called a tax just because we own a recreational boat," said Schwartz.

midwinter sailing

In the right hemisphere it can be hot. In Northern California this may be the wrong rig for Midwinter sailing, but we like it anyway.

some public park — but why is it the business of government to provide such amenities for such a few?

I've asked this question of government officials innumerable times over the past 20 years: Why, in principle, do you want GOOFFYs to be? Perhaps they are put off by the acronym. But no one has given a satisfactory answer. Usually there's no answer.

A deputy director of the Department of Boating and Waterways under former Gov. Jerry Brown answered that "the apparent reasoning was that there was a shortage of berths." Is this a compelling reason? If there is a shortage of kiwi fruit, does the government get into the import business and bring the fruit in from New Zealand?

Providing "public" marinas is just as absurd. It is not a case of promoting the general welfare by providing for the poor or the disabled; it is subsidizing a small minority of those who are better off. These recreational boat-owners comprise a small percentage of the population of California. They account for 21,102 public marina berths. And while they may not all be "wealthy," they certainly have their fair share of disposable income. Boats don't come cheap, but berths do at public marinas, and the public pays the difference. The *San Francisco Chronicle*, on May 13, 1985, noted that San Francisco's two public marinas were costing San Francisco citizens \$1 million annually in lost revenue. (I say more.)

Some have suggested that "public" marinas offer recreational facilities. Except for picnic areas or a green lawn, that's usually not the case. You generally can't rent boats or other water sports equipment from the public agency operating the marina. And as for the boats providing recreation for those in GOOFFY's 21,102 berths — 90 percent of those boats don't leave the docks two dozen times a year. Marinas — private or "public" — are wet-storage facilities for yachts. Is there a compelling reason for the government to provide such wet-storage facilities? If so, will it provide dry-storage facilities as well? And then, what next?

To keep Americans working, the government bailed out Chrysler and subsidizes farmers. For the same reason, protectionist sentiment is gaining ground in the United States. U.S. businessmen are asking their legislators for high tariffs or import restrictions to protect them from the "unfair, government-subsidized" businesses of Japan (automobiles), Korea (steel), Italy (wine), and the like. Yet there is no outcry when someone wanting to operate a marina has to compete against *his own* government. Why?

"We don't want the coast spoiled by development," some say. Are GOOFFY docks somehow more scenic than private docks? Don't private marinas have to adhere to environmental and building restrictions?

Since there is no answer in principle to why GOOFFYs should exist, GOOFFYs must not exist, or their supporters must tell the American people why they should. It's not right that we be refused our right to know why GOOFFY-lovers want GOOFFYs to be.

— al giovannoni

political tide in s.f. harbor

"Privatization" is the part of supply-side economics where private-sector bidders are used wherever possible to replace government employees.

Supporters claim it results in better work through competition and lightens the load on taxpayers. Opponents say it degrades services and replaces experienced workers with minimum-wage greenhorns.

San Francisco Yacht Harbor boaters, including some of the not-quite-legal liveaboards, are worried about a proposal to hire private security guards to replace nighttime assistant harbormasters.

"Those security guys are not adept at navigational emergencies," said one liveaboard who didn't want us to use his name. He said the surge in the harbor is pretty tough on dock lines and sometimes the assistant harbormasters have saved boats from damage. Also, boat burglaries are a problem; there were 78 last year.

cont'd on next sightings page

political tide — cont'd

Harbormaster Carol Leonard said the boaters' worries are unfounded. She said Coyote Point hired private guards while she worked there and it worked out okay. The guards would be trained in nautical emergencies before being put to work.

Two of the nine assistant harbormasters might be replaced, she said, but not the ones who work at night. They have a lot of seniority.

"I'm trying to provide more and better services, not less," she said. "If I can do it and save money to boot — wouldn't you?" She said her plan could save the city "many, many thousands of dollars."

She was reluctant to discuss details of her proposal, which may become part of the city's 1987-88 budget. Three members of the city's Park and Recreation Commission who make up the Yacht Harbor Committee will hold a public meeting on the budget and Harbormaster Leonard's plan at 3 p.m. February 11 at McLaren Lodge in Golden Gate Park.

The budget will then go to the Board of Supervisors and Mayor Dianne Feinstein for approval.

boating classes offered

The Coast Guard Auxiliary boating safety classes are always a good idea for newcomers and as a refresher for veterans. But this year new state laws about drinking, accident reporting and manslaughter charges will be covered in the courses, another reason for signing up.

The courses usually meet at 7:30 p.m. once a week for 12 or 13 weeks. Here are numbers to call for class information, listed with starting date and city. Numbers are Area Code 415 unless otherwise noted:

Fremont, February 5, 792-2457; Hayward, March 3, 782-5709; Martinez, February 17, 254-7384; Mountain View, February 2 and March 30, (408) 738-4339; Napa, February 16, (707) 224-6927; Oakland, February 3, 655-2454; San Francisco, February 3, 392-2636; San Jose, February 3, (408) 377-7129 and February 10, (408) 246-3863; San Leandro, February 4, 357-3366 and April 1, 796-9577; San Mateo, February 11, 341-5487; Santa Rosa, February 4, (707) 539-9409; Stockton, February 3, (209) 952-4470; Vallejo, February 17, (707) 643-6023; and Walnut Creek, February 19, 254-7384.

peaceful haven

The road to Glen Cove Marina isn't the same anymore. Driving to the Cove by car used to be an adventure, a winding 1½-lane country road where you had to keep your eye peeled for the occasional wayward cow. Now it is a slick, modern two-laner that cuts purposefully through acres of slick, modern housing projects.

Happily, the Cove itself, located on the north side of Carquinez Strait just east of the bridge, hasn't changed much. Despite the encroachment of civilization on the surrounding hills, Glen Cove remains its good old T-shirts-and-flip-flops self. Whether it's from the turbulent highways to the north or the often turbulent Strait to the south, boaters can still find peaceful haven in the little cove with the big, white house.

Glen Cove's last concession to modernism occurred several years ago when Western Water Ways Inc. took over the facility, dredging the harbor and adding dozens of sailboat slips and covered facilities for the motorboating crowd. Total slips now number 209, and occupants range from fishermen to weekend slip-sitters to world cruisers, coming and going.

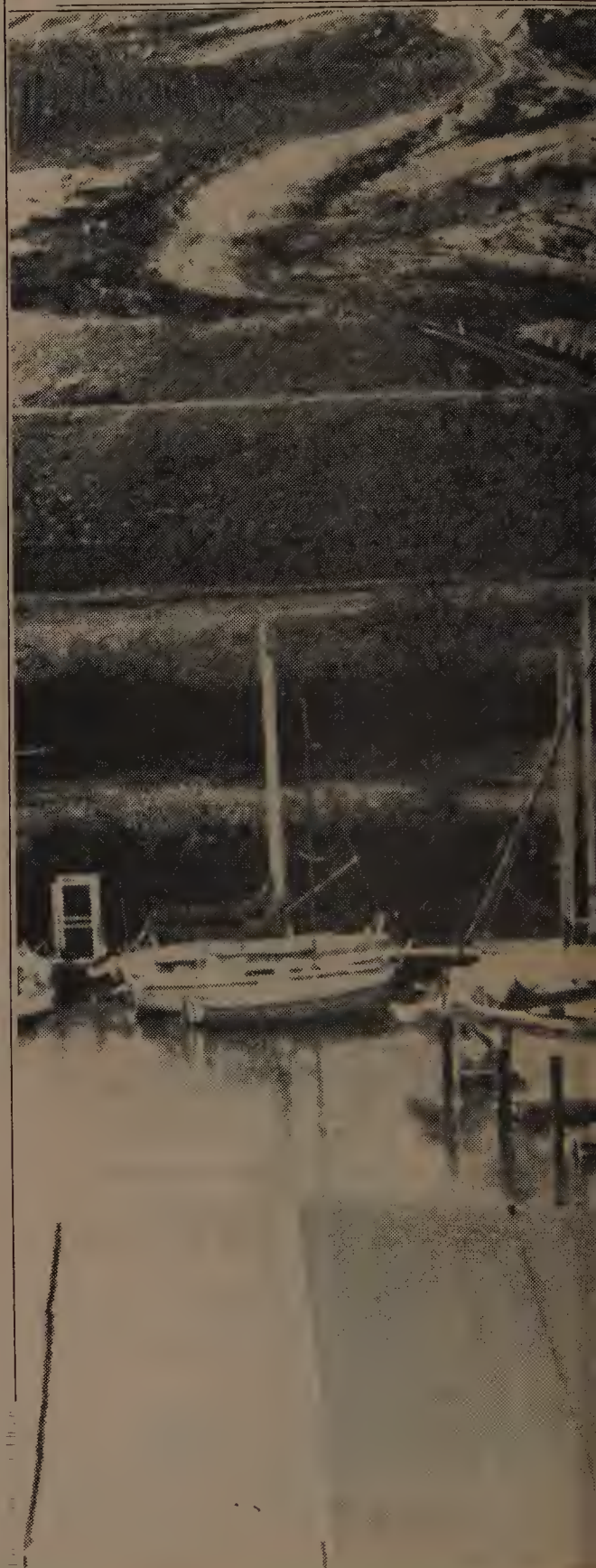
Like all Delta-esque places, Glen Cove does most of its business in the warm months. The three to four-boat guest dock offers a pleasant halfway stop for come-prepared Delta cruisers wishing to spend the night. Those needing anything more than water and electricity, though, should go the short distance farther east to the bustling new Benicia Marina. Facility-wise, Glen Cove has a picnic table, a Pepsi machine and that's about it. And even on the new road, it's a long walk to town. The overnight fee is \$8 and

cont'd on next sightings page

we're

According to a National Oceanic and Atmospheric Administration report, San Diego Bay had the highest level of pollution measured in 18 coastal environments between Alaska and the Mexico border.

Some think the study results are skewed, believing that "pollution gravitates toward the Equator". Such a view, however, is held by only a few, and they are all heavy



number one!

drinkers.

The exact site of the highest contamination was some 300 feet off the 28th Street Pier in what the Chamber of Commerce likes to call "America's Finest City". If we remember correctly, this is an area where there is a lot of work done on ships.

Donald Malins of NOAA explained that
cont'd center of next sightings page

peaceful haven — cont'd

reservations are encouraged.

The most interesting physical feature of Glen Cove Marina is its landmark. The big white house that houses the harbormaster, marina offices and a yacht brokerage was originally erected off Carquinez Heights in 1910. Its 28-rooms served as residency for the personnel of the Carquinez Lighthouse and Life Saving Station located there. When the lighthouse became automated and the Life Saving Service became the U.S. Coast Guard, the old house was sold. It was moved to Glen Cove in 1957.

For more on Glen Cove, call 552-3236.



SIGHTINGS

lights that go splash! in the dark

If you're up on all the rules and regulations, you know you've got to have running lights on motorized dinghies. Because of practical considerations, about the only lights you can use are those special 'navigation flashlights' by Fulton Industries with the suction cups on the bottom.

We bought a set — bow and stern — of these to take down to the Virgin Islands to use on *Baby O*, the tender to our charterboat, *Big O*. After a trial period, we must give them mixed reviews.

Actually, we never got a very good look at our red and green bow flashlight. It arrived in St. Thomas before us and got put to use. When we finally reached our boat late one night, we asked, "What the hell is that glow

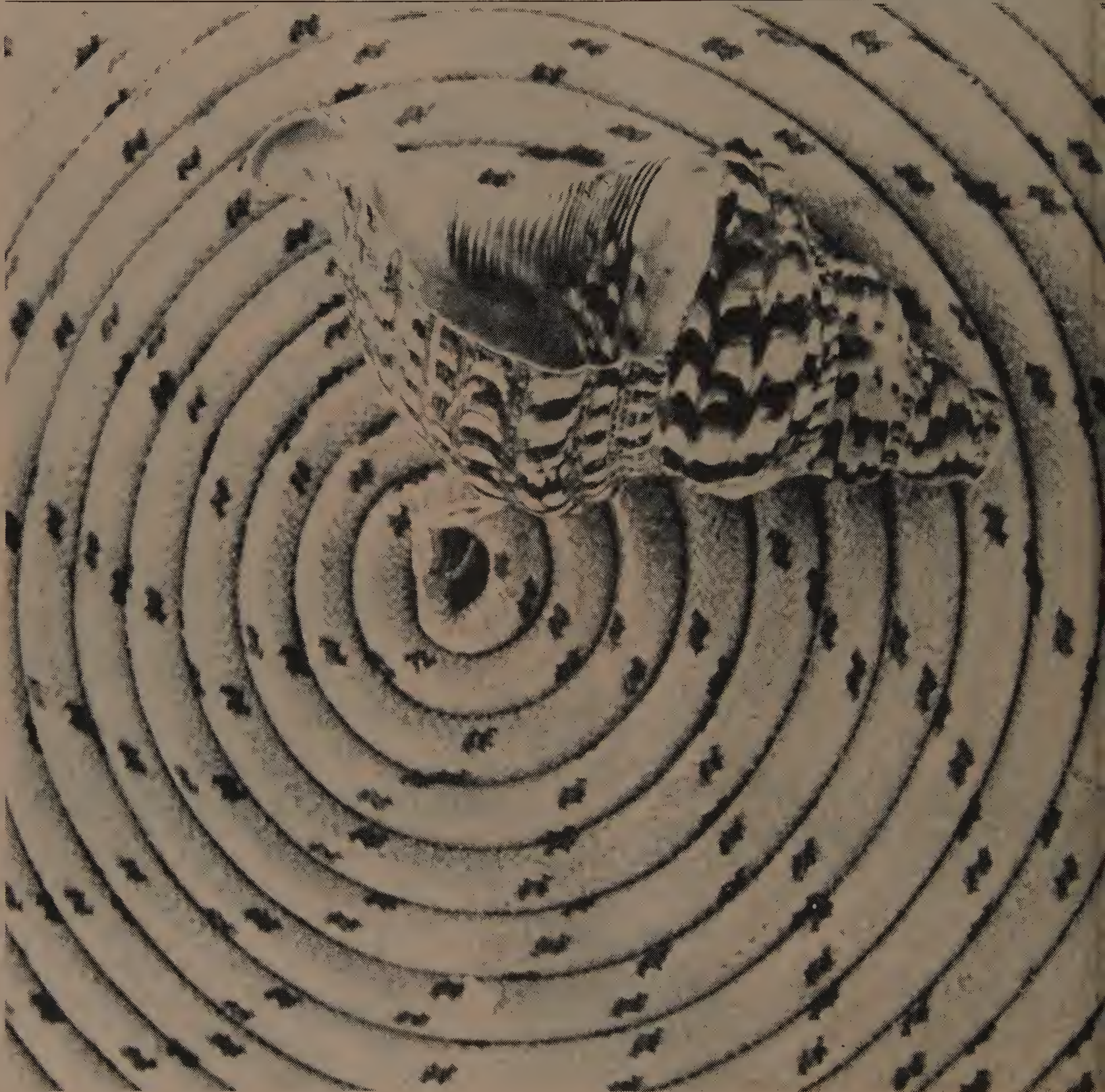
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we're number

sediment samples near the pier contained about 5,000 parts per billion of petroleum derived hydrocarbons. In the ocean just outside San Diego Bay, the level was just 20 parts per billion or 1/250th as much.

Runner-up for the prestigious pollution honor was Elliot Bay near Seattle, with a very respectable 4,700 parts per billion aromatic hydrocarbons.

Everyone should remember that sediment samples don't contain nearly as much con-



one — cont'd

taminents as do certain forms of sealife. Bass livers near Elliot Bay, for example, had 19,500 parts per billion of the hydrocarbons. And that wasn't all. The livers were also contaminated with PCB's and some DDT derivatives. Anyone for a bass BBQ tonight?

With all the various chemical and other industrial plants lining San Francisco Bay and Delta waters, let's hope that the BCDC, The Water Quality Control folks, and the other

cont'd center of next sightings page



lights that go splash — cont'd

down there on the bottom near the anchor?"

"Uh, well . . ." said the crew, "that's your new bow flashlight for the dinghy. We stuck it on, but it flew overboard and sank the first time we goosed the engine. It works pretty well underwater, doesn't it?"

Gazing down at the faint but colorful glow, we had to admit that it did.

Having dragged the set some 4,000 miles from California, we took consolation in the fact we still had half of it. But not for long.

Three nights later we dinghied into Virgin Gorda with the stern navigation flashlight suction-cupped atop the outboard. When the driver shifted the outboard out of gear, the second light tumbled overboard and dropped to the harbor bottom. Once again we were treated to a glow from the depths, this time white as opposed to the red/green combination of several nights before.

As a result of our experience, we'd have to say the lights are of satisfactory quality, but that suction cups have certain limitations for marine use.

In addition, we feel there ought to be an addendum to Murphy's Law, something that goes, "If anything can go wrong, it will, especially if you went to an extraordinary effort to make it happen." The new addendum would therefore allow for Murphy's Law to better include the oars we dragged all the way from San Francisco to Tortola. These would be the very same oars that floated away when the dinghy flipped in high winds the first night.

It was Shakespeare, wasn't it, who observed what fools we mortals are.

for the guy who's got everything

If you're a gal looking for a special present to buy for a sailor friend, might we suggest Palmyra Atoll?

Some 960 miles southwest of Hawaii and 362 miles north of the Equator, this 600 acre uninhabited tropical island recently has been put on the market by the Fullard-Leo family for an undisclosed sum of money. The atoll actually consists of about 50 small islets with three separate lagoons. Palmyra is only about five to six feet above sea level, making it ideal for those who are afraid of heights.

The weather isn't bad, with about 70 percent of the days sunny and 30 percent cloudy or rainy. Situated in the zone where the northeast and southeast trades meet, Palmyra gets a more than adequate 100 inches of rain a year. Pleasantly isolated, the nearest islands are Washington and Fanning, 120 and 200 miles away respectively.

The island received its name from the American vessel *Palmyra* which took shelter there in 1802. In those days islands were frequently named after the first vessel to visit them. In fact, 38 years later Palmyra was visited by the vessel *Samarang*, after which it was known as Samarang Island for a number of years.

In 1859 the island was claimed for the American Guano Co. by an agent who visited. The claim was never recognized, however, and no guano taken. Three years later a Captain Bent took possession of the island for Hawaii under the orders of Kamehameha IV, planted some vegetables, dropped off five settlers and left.

The islands traded hands several more times — and at prices as low as \$500 — before it was formally annexed to Great Britain by the sneaky British in 1889. There was some more wrangling around between the Brits and Yanks until 1922 when the Fullard-Leo family acquired possession of it.

With World War II imminent, the United States government took possession of the strategic island and made many improvements. There were seaplane ramps, a 6,000-ft runway, a 300-ft steel faced dock, a 150-bed hospital, and a 100,000 gallon catchment system. At the height of the war, 6,000 troops were stationed here.

Traces of most of the improvements are still around, although most are in disrepair. A dilapidated barracks has a sign that reads Palmyra Hilton.

Since the island is said to have a curse, it would not be a good gift for the squeamish. We personally feel the source of the curse are the gold and silver ingots on Palmyra, ingots which had been stolen from the Inca temples in

cont'd on next sightings page

for the guy — cont'd

northern Peru. A Spanish pirate ship was hustling off with the booty when it was attacked by another pirate ship. The survivors are said to have escaped and sailed for 43 days before they were wrecked on what's believed to have been Palmyra. There they buried the treasure. Rescued, none were ever able to make it back to collect the treasure.

Whether the curse had anything to do with the sorry fate of yachties Mac and Eleanor Graham is unknown. It's believed the well-liked couple were



murdered in 1974 by Buck Walker of the yacht *Iola*. Walker and crewmember Stephanie Stearns arrived at Palmyra with a boat in bad condition; several months later they returned to Honolulu with the Grahams' boat, painted dramatically different colors. Since no bodies were found, no charges were filed. Then in the late 70's traces of Mrs. Graham's body were recovered. Murder charges were subsequently filed against Walker, who was convicted and is now in prison.

In 1979 a group of hams flew in with the solitary purpose of transmitting to friends from a weird location — yes, some hams are like that. In any event, their plane crashed. All survived, but the Coast Guard had to fly a seriously injured woman out. For you legal buffs, the woman was awarded \$225,000 for injuries; 80 percent to be paid by the pilot, 20 percent by the lessors of the airfield.

It was only a few days later when one of the hams who remained on the island cut himself so badly that another Coast Guard plane had to be dispatched for an evacuation.

Yet this was not the last of the bad luck associated with Palmyra. In 1981, John Harrison left San Francisco on the 45-ft trimaran, *Sisyphus*, for Hawaii. Once at Lahaina, he and his two daughters, 18 and 14, pulled a fast one on the boat's three crewmembers. Wishing to get away from the bank to whom he had not made any of the \$1,235 monthly payments, Harrison simply sailed off for Palmyra, taking with him all the crew's gear, passports, travelers checks, etc.

Harrison, however, was apparently a poor and inexperienced sailor. He and his daughters were dismayed during a blow, after which the Coast Guard dropped fuel so they could reach Palmyra. They reached the island safely, and beached the tri. But since Palmyra had neither residents nor a spar shop, the trio couldn't go far. In fact they didn't move at all for a month, because both the Canadian and United States coast guards refused to send a plane to pick them up because the trio was not in any immediate danger. Finally a pilot by the name of Fred Sorensen put together a rescue flight. Canadian Harrison was arrested on his arrival back in Honolulu.

While Palmyra's had a lot of bad history and luck, it's been great to some folks. Bob and Gail Jensen of Sausalito, for example, have visited Palmyra three times with their Columbia 50, *Simoon*. Speaking for the two of them, Bob says, "We really love Palmyra."

cont'd on next sightings page

we're number

government agencies are doing their job. Because of their showboating before the public and press, we all know how dedicated they are to keeping liveaboards from peeing in the Bay and making life miserable for

quiet

A year or so ago things were pretty quiet in Horseshoe Bay, the quiet anchorage beneath the North Tower of the Golden Gate Bridge. Then the Coast Guard announced they'd like to move their Fort Point rescue operations to Horseshoe Bay.

The Coast Guard's reasoning was pretty sound. The facility at Fort Point is not only woefully inadequate, it's downright dangerous. Coast Guard personnel risk their lives just getting from the dock to the motor lifeboats. Horseshoe Bay, by contrast, would afford quicker response to emergencies while not exposing Coast Guard personnel to unnecessary danger.

Making such a move, however, is no small undertaking. There had to be feasibility studies and public meetings, both of which involved the military, the National Park Service, scores of so-called 'public interest groups' and plain old citizens. Such studies and meetings are very helpful, as they allow groups and individuals the opportunity to vent their spleens in a socially acceptable manner.

The individual with the authority to make the final decision on whether the Coast Guard moves or not is the Superintendent of the National Park Service. In order to make the right decision, however, he needs help. For that purpose the National Park Service created a staff report, a report that they presented to the Golden Gate National Recreational Area Advisory Commission on January 15.

The 18-member commission, whose members were appointed by the Secretary of the Interior, only have the authority to advise. The Superintendent can ignore their advice, but historically he's respected their counsel.

The Advisory Commission will meet at Tam High on February 12 at 7:30 p.m., at which time they may or may not make a decision on the staff report. Public comments are welcome by the commission, and should

we have a winner.

In January's *Sightings* we had an 'identify that boat' contest, showing a photograph of only the sloop's charging bow.

From the first three responses we got two

one — cont'd

marina owners. We only hope they're halfway as dedicated to addressing the truly serious problems that face San Francisco Bay.

no more

be submitted in writing prior to the meeting. Simply write: National Park Service, GGNRA, Fort Mason, San Francisco 94123.

The staff report came out in favor of the Coast Guard move, something few groups or individuals object to. Where everybody seems to have varying ideas is where in Horseshoe Bay the facility should be, and what it should look like.

The staff and San Francisco Planning and Research Association (SPUR) recommend the west end of the Bay, with existing buildings used as much as possible. There were two reasons for the choice; first, that it had less visual impact, and second, that it would offer a better operating environment. An interesting order of priorities for a rescue facility, isn't it?

Three other groups — The Headlands Institute, the Marin Audubon Society and the Sierra Club — as well as a few individuals have voiced objections to the west end site. They want the Coast Guard facility at the east end, perhaps even in the building that currently houses the Presidio YC. Various reasons have been given why they prefer the east end site, but perhaps underlying them all is the belief that the Army — and specifically the private Presidio YC — have no business being there.

Sensing this objection, the staff put their legal beagles on the matter. Their conclusion was that "there is no legal basis for questioning the continuation of the Army's present activities at the Presidio Yacht Club".

So what's the future? If the Advisory Commission approves the staff report at the February meeting, it's likely the Coast Guard will be operating out of Horseshoe Bay by the end of the year. Let's hope so.

If the report isn't approved, there could be more public meetings and spleen venting before the Superintendent makes his decision.

no, we have two winners

correct and one incorrect answer. The incorrect guess was *Stormvogel*, the South African ketch that staged the great TransPac

cont'd center of next sightings page

for the guy — cont'd

Topping the reasons is the fact that "it has the finest skin diving I have ever seen in my life". The lagoon waters are murky, but just outside the barrier reef the water is said to be a clear turquoise. The fish are so tame they'll eat out of your hand.

Bob admits the entrance is a little tricky. There's a wrecked landing craft up on a reef with a coconut tree growing out of it; you have to keep it to port when entering. Once inside, however, it's a great anchorage.

Directly on the route between American Samoa and Hawaii, Palmyra gets a number of yachtie visitors each year.

Sound interesting to you? Then contact Savio Realty in Honolulu for details. But don't forget who gets the finder's fee.

prairie schooner

One of the most difficult obstacles to overcome in any great endeavor is the first: gathering the courage to begin it.

Only those who have built their own yachts can appreciate the breadth of that commitment. We don't know of any statistics that indicate how many such projects are completed compared to how many are started. But, we do know that if we had a dime for all the unfinished hulks we've seen deteriorating in back lots and boatyards, we could afford to build our own yard, staff it with pros, and have them build a whole fleet of dream boats.

That's why we like to run into people like Gary Vanderbush. In the triumph-over-adversity department, he gets our vote for boatbuilder of the year. To construct his 51-ft steel schooner, Gary and wife Joan surmounted the usual array of "insurmountable" problems, as well as several others most boatbuilders don't encounter. Like often having to work in the snow. Like doing 99 percent of the work themselves, including the building of sails. When they began, neither had ever done any welding before. In fact, before they started, neither had ever built a boat before.

"It was actually much easier than I thought," says Gary. "Boatbuilding has this whole aura about it of being really involved and difficult, but it's not. The main thing is to have a good set of drawings. Once you have those, the rest isn't bad at all."



Gary Vanderbush and 'Conestoga'.

Vanderbush decided on a Tom Colvin-designed lug-rigged schooner. For guidance, he relied on Gilbert Klingel's *Boatbuilding With Steel*. He began work three years ago in Susanville ("up 395 and turn left at Reno . . ."), and launched the boat one year ago. *Conestoga* is named for the covered wagons, the "prairie schooners" of the old west, that plied the Oregon Trail

cont'd on next sightings page

prairie schooner — cont'd

to its end in Susanville. The dark-hulled schooner is 90 percent done as she now sits in Glen Cove Marina, with only some minor interior work awaiting completion. Among amenities, the yacht has full insulation; a homey, attractive interior of varnished Douglas Fir; full stand-up shower with separate head; aluminum masts in tabernacles; and fully battened lug sails (like Chinese junks use).

To devote the necessary two years of full-time work, Gary and Joan gave up full-time jobs and many creature comforts. Like all boat builders on a budget, they became expert scrounging...innovators. To lift heavy panels, for example, Gary converted his pickup into a crane. For the lead ballast keel, the couple haunted local tire stores where they bought bucketfuls of used tire weights to melt down. As the boat sits now, with minimum electronics, Gary figures he has about \$50,000 invested.

Although of a deep-water design, at present Gary and Joan confine their sailing to the Bay and Delta. If you're out and around this summer and a big schooner named *Conestoga* foams by, give them an extra-enthusiastic wave. They've come a long way, both literally and figuratively, to be out there.

propellers 101

Propeller maintenance is not high priority on most sailboats. That's understandable: A hatred of anything more mechanical than a snatch block is mandatory for anyone aspiring to the title of "old salt".

At the same time, propeller maintenance is so easy, even Captain Ahab could have done it without losing credibility. At least, that's the impression we got after talking with Bob Kilian who runs Pitchometer Propeller Company in Alameda. Bob's father began the business back in 1926, so Bob has pretty much seen it all where props are concerned. Here are a few of his observations and suggestions for that most "out of sight, out of mind" piece of equipment on any sailboat — the propeller.

Electrolysis, usually from improper grounding of metal equipment inside the boat, is the number one enemy of sailboat propellers. Sacrificial shaft zincs can handle the problem — in other words, confine the resulting corrosion to their least noble selves. However, some owners apparently don't know that they need regular replacement, or they wait too long. Bob says that as long as you can scrape the normal chalking off a zinc and find fresh metal, it's doing its job. Many boat owners play it safe by installing fresh zincs annually, whether they appear to need it or not. (Note: Boats slipped in "hot" areas may need zincs replaced more often.)

When a shaft zinc goes, electrolysis will attack the zinc in the propeller. (Zinc forms part of the bronze alloy.) Left unchecked, the zinc can leach out of a bronze propeller in nothing flat, leaving a soft, mushy metal that chips easily — much like a piece of wood with dry rot. Outwardly, the propeller may still look fine, but strengthwise it has gone to the big cruise in the sky.

To test your own prop for zinc loss, here's a simple test even sailors can manage. Clean the propeller, either on or off the boat, then simply tap one of the blades lightly with a metal object. If you get a healthy "ding", the prop is good. If you get a dull clunk, it's not. Ruined props also exhibit pinkish blotches or "freckles" rather than the typical bright yellow of a sound bronze prop. The pink is copper oxide and indicates the zinc has leached out.

Next to proper protection against electrolysis, the best thing for a propeller is to use it. Want extra protection for a new, reworked or well-cleaned prop? Heat it up to about the temperature you like your coffee — in a pot of water on the stove is fine — dry it off, then apply a coating of beeswax, STP or some other silicon-based grease. This goes into the pores of the metal and forms a thin coating. It doesn't deter marine growth, but any that's there slips off easily when the prop is engaged.

As proof of this, Bob says they often get props back for reworking after a year or two — and they can still read the customer's name on the blade. Those names are put there in grease pencil, which contains beeswax. Though the rest of the prop might be fouled and pitted, where the name was

cont'd on next sightings page

we have two

battle with *Ticonderoga*. *Stormvogel* has a bowsprit.

One of our co-winners, Mark Kasanin of Belvedere, simply said, *Condor*, which was the correct answer. The other winner, Dudley Fournier of El Cerrito, had a little bit more to say:

"The yacht is *Condor of Bermuda*, the old Heath's *Condor*. Incidentally, my best friend was on board when she struck Tetieroa."

As for the clues, the John Sharp-designed boat is indeed a mini-maxi at 72 feet. She only came to the Bay once, back in 1984, and that was to race the Big Boat Series. She

a 6.5 on a

A few months back we wrote a few negative — but accurate — things about the condition of the charter boats at Tortola Yacht Charters in the British Virgin Islands.

It just so happened that Don Tolleson of Northern California was about to go there for a charter. He promised he'd report back on what his experience was like. It was both good and bad.

It started off pretty bad. They tried to give him an Endeavor 40 that looked less than ready to roll. Specifically, there was "six inches of grass growing on the bottom, the windlass was frozen, and a couple of guys had the engine cover off and were working away".

A little shocked, Tolleson and his group demanded another boat. They were immediately given one, perhaps because the request was made directly in front of a person Tolleson later learned was the president of the company.

But after the inauspicious start, things went real well. "The sailing was excellent,"

you meet the traveling-

Folks who attended Sea of Cortez Race Week in 1986 no doubt remember *Show Me*, the Missouri-based Swan 651. Well, we just got another dirty postcard — topless Aussie sprawled in the surf — from Captain Rocky. It reads:

"We are now in Auz and having a great time. In fact, we are a mark boat — Port Judge Leeward Mark — for the America's Cup. Look for us on TV! Hope everything is well back in California. P.S. I'm sure you know Bob from *Picaron*, Northern California, and Race Week; we've been pleased by his company this afternoon."

Then Santana 35 racer and cruiser Bob

winners — cont'd

had been declared a total loss after striking the reef at Tetieroa, but she was repurchased by the owner and restored. Her appearance at the Big Boat Series was a result of the newer *Condor of Bermuda*, a Holland maxi, breaking her rudder on the trip from Hawaii to San Francisco. We asked if any of the clues rang a 'Bell', spelling it with a capital 'B', because she is owned by Bob Bell of England.

We liked that quiz and may have more in the offing. Naturally, t-shirts are already on their way to the two winners.

scale of ten

he reports.

They did have one slight problem with the boat, but when brought back to the base it was repaired rapidly and with a smile. While the others in the group didn't really mind, Tolleson didn't care for the Endeavor 40 because, "it wouldn't sail to weather". The Virgins are strung out in a windward-leeward manner, so having a boat that can beat is important. Next time he'd get a "frog" boat.

Tolleson figures the price was right. His group of four paid \$1,200 for the boat for a week, plus \$210 to provision the boat for two. Round-trip airfare was a thrifty \$406 because it was booked through the charter outfit. On a scale of 1 to 10, Tolleson gives Tortola Yacht Charters a 6.5 and would charter with them again.

As for flying with Eastern Airlines, that's another story. During the trip they had one engine blow up on take-off; one tire blew during a landing, and finally six tires blew during another landing. The six-tire affair resulted in a brief fire.

est people at Baja-Ha

Casparian picked up the pen:

"I just arrived 24 hours ago, and already am having the great pleasure of sailing on the Swan 651, *Show Me*. Can you imagine us at the leeward mark of the Cup races? Needless to say we're having a great time."

Well, good on all you folks!

By the way, if any of you readers are loaded and looking for a nice boat, the Swan 651 is it. Now don't get it confused with the tiny, dark, deck-cluttered S&S version, you want the Frers version. In fact, there's only one thing wrong with the 651; it costs about \$800,000. Used.

propellers 101 — cont'd

written, it's clean.

"There was an incident a few years ago where a guy had a prop stolen off his motorboat," says Bob. "Months later, a friend of his was passing another boat in the yard and he read his buddy's name on the prop! On that evidence, the case stood up in court and the original owner got his prop back."

A couple of other propeller glitches sailboat owners should be aware of are cavitation and "whining". Cavitation occurs when air-laden water interrupts the flow around the prop and the prop, in effect, loses its bite. This is most common in full keelers with three or four inches of deadwood in front of the prop aperture. Cavitation is characterized by engine racing, rumbling and lots of white water off the stern. It doesn't usually damage the prop, it's just inconvenient.

"Whining" is common with new props, particularly new Taiwanese props. It is characterized by a "whining" or "singing" at speed. Mechanics have actually partially dismantled marine transmissions looking for the source of this whine, when all the time the only problem was that the *trailing* edge of the propeller was too blunt. Once a prop shop (there are about a half dozen in the Bay Area besides Pitchometer, incidentally) shaves that edge sharper, the problem disappears.

How long should a propeller last? "One my father made in 1926 is still in use," says Kalian. "Another I know of was gone in 90 days." It all depends on how you use it and how you care for it.

By the way, prop work seems to run in the family at Pitchometer. Bob's son Tim currently works in the shop, and when Tim's little boy comes to visit, "He likes to beat on anything metal," says Grandad Bob.

moss landing harbor master plan

The new master plan for Moss Landing Harbor in Monterey Bay brings good news for those recreational boaters who have been on the waiting list for berths for two years or more at North Harbor.

North Harbor, which consists of a channel, basin and berthing slips, was originally built by Elkhorn Yacht Club in 1952 under a lease arrangement with the state sanctioned harbor district. Some improvements had been made but in recent years the docks had deteriorated to a dangerous level. Electrical outlets were inadequate to carry the load of the many liveaboards and visitors that used electrical appliances. This caused many blackouts. In 1980 the Harbor District took over the management of the yacht basin. Improvements were pending the final approval of the master plan.

Chris Chrones, past Commodore of the Elkhorn Yacht Club, said, "North Harbor is in the permit process. Development will start mid-1987 and will be completed by mid-1988."

Funds of 1.6 million dollars will come from the Department of Boating and Waterways and will be used to improve and expand both the North and South Harbors at Moss Landing. South Harbor is predominantly used by commercial fishermen although there are some recreational boaters in slips there. South Harbor improvements include the installation of an erosion bulkhead near the northwest entrance.

North Harbor will be completely redesigned. The first phase of construction calls for 163 slips with plans for an additional 170 slips added somewhere in the future. All docks will be cement with water and electrical outlets for each slip. Dredging will enlarge the harbor to accommodate the extra slips. North Harbor will have its own harbormaster's office, restrooms, public recreation facilities, public access to the yacht basin via ramp, viewing area and plenty of parking.

Gail Shook, Commodore of the EYC says, "With all these additions, renovations, and improvements Moss Landing Harbor will be a significant recreational area in the Monterey Bay."

— lyn hayes

cruising crew list

Last month, we published our annual Crew List application forms. These are advertising supplements anyone out there in readerland can use to find crew for his own boat, become crew on someone else's boat, or share the costs of a charter. The Crew List is for all sailors, owners, racers, casual daysailors, long distance cruisers. If you're not familiar with the program, here's how it works. You fill out the appropriate form, and send it back to us with the appropriate fee: \$1 for those looking for crew; \$5 for those looking to crew or co-charter. We compile these into lists, which will run in the March and April issues. It's then up to you to call the appropriate people for your desired type of sailing.

We have to say that the Crew list is offered as an advertising supplement for informational purposes only. *Latitude 38* does not make or imply any warranty, guarantee or recommendation in regard to the character of the people or the conditions of the boats. You have to judge those things for yourself.

Now that the lawyers are happy, you'll probably have noticed that there are no Crew List forms anywhere on these pages. Very quick — you take the first watch. Seriously, we had too much other deathless prose to shoehorn into this issue to run them again. But don't panic. You can still get in on the Crew List and Crew List party by sending \$1 for one or more of the following Crew List forms:

- ✓I am/ we are looking for crew to race on my/our boat
- ✓I am/ we are looking for cruising crew
- ✓I/we want to crew on a racing boat
- ✓I/we want to crew on a cruising boat
- ✓Have sailboat, willing to take others out for casual daysailing
- ✓Want to join others for casual daysail
- ✓I/we want to co-charter

Once you receive the forms, fill them out completely and legibly (very important!) and send them back with the appropriate fee. Sailors interested in racing need to get applications in by February 15 for publication in the March issue. The deadline for cruisers, daysailors and charterers is March 15, and your names will appear in the April issue.

All crew listees are invited to our Crew List Party, which will take place sometime in early April — exact date and place to be announced. Non-listees are welcome, too, but we'll hit you up for the appropriate \$1 or \$5 at the door. In addition to being a great place to meet your potential crew, skipper or co-charterers, the Crew List parties are usually fun get-togethers. This year, we hope to have a couple of slide shows of Mexico and the Caribbean, and as usual will give away T-shirts and visors to the first 100 or so arrivals.

Try sailing. It's good for what ails you and you don't need a prescription.

from proud ship to pile of junk

It may look like a pile of scrap wood to you, but those old planks and timbers dredged up at Coyote Point Marina a couple of weeks ago were once the steam schooner *Daisy Gadsby*.

She was 190 feet on deck, one of about 225 similar ships, including the *Wapama*, that carried lumber up and down the Pacific coast before World War II.

While the *Wapama* was preserved at San Francisco's Hyde Street Pier as part of the maritime museum, the *Daisy Gadsby* met a less glamorous end — she was sunk to form a breakwater at Coyote Point in 1948 or 1949.

The *Wapama* aged gracefully and eventually was hauled aboard a barge and towed to Sausalito to await possible restoration. Meanwhile, the *Daisy Gadsby* settled into the mud, collected silt and began snagging passing keels. When it came time to dredge the harbor, big chunks of her hull came ashore with the spoils.

"We knew it was there," said Coyote Point Harbormaster E.H. "Les" Rahn. "Over the years the marina was redesigned and she became a hazard to navigation. The dredge cleared the area."

cont'd on next sightings page

state of the bay

What's the state of the Bay?

- (a) Polluted.
- (b) Windy.
- (c) California.
- (d) None of the above.

If you had trouble with this little *Latitude 38* pop quiz, you may be interested in the Oceanic Society's State of the Bay Conference.

Experts will discuss the Bay's environmental condition. There will be presentations on political and social threats to the Bay's future. Congressman George Miller will



LATITUDE 38/BILL

conference

speak on "Water Politics and the Future of the Bay".

Other speakers include environmental writers Harold Gilliam of the *San Francisco Chronicle*, Tom Harris of the *Sacramento Bee*, Carol Benfell of the *Oakland Tribune* and Lee McEachern of KGO — Channel 7 News.

The conference will run from 9 a.m. to 5 p.m. Saturday, March 7, at Golden Gate University in San Francisco. For more information call 441-5970.

pile of junk — cont'd

James Delgado, historian with the Golden Gate National Recreation Area, said pieces of the ship may be saved in the museum as an example of how the schooners were built.

"It was sort of a bad luck ship," he said. "She ran aground on Drakes Beach in November 1916 and was lucky to be pulled off. In 1918 she ran aground again at the mouth of the Columbia River and was again pulled off."

During Prohibition customs agents boarded her frequently because they thought she was bringing in Canadian liquor, Delgado said. A small amount of alcohol was issued to the crew for medicinal purposes. Once while she was in San Francisco the captain had to fire the steward for operating a speakeasy out of the ship.

The *Daisy Gadsby* was built in 1911. She was double-ended, with the house amidships rather than at the stern like *Wapama*, built in 1915. This allowed fore and aft cargo hatches to be loaded simultaneously.

Delgado said the museum may keep a 20-by-30-foot of the *Daisy Gadsby's* bow. The rest will be hauled to the dump.

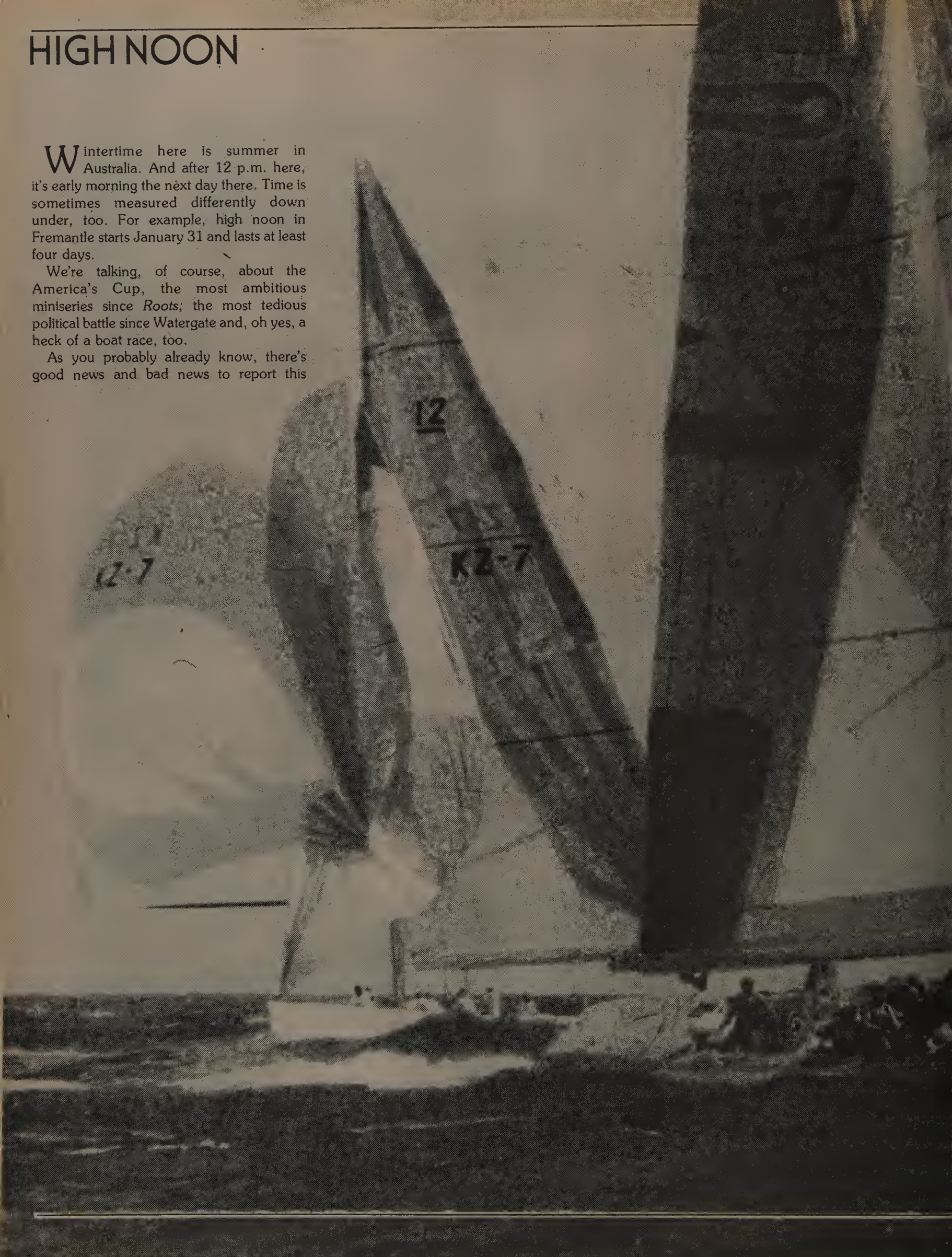


HIGH NOON

Wintertime here is summer in Australia. And after 12 p.m. here, it's early morning the next day there. Time is sometimes measured differently down under, too. For example, high noon in Fremantle starts January 31 and lasts at least four days.

We're talking, of course, about the America's Cup, the most ambitious miniseries since *Roots*; the most tedious political battle since Watergate and, oh yes, a heck of a boat race, too.

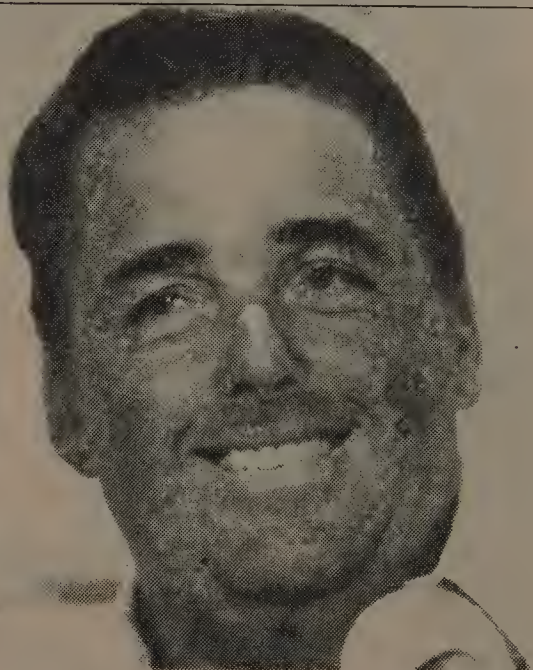
As you probably already know, there's good news and bad news to report this



IN FREMANTLE

month. Or if you're one of the Golden Gate Challenge followers or faithful, you might see the news as only bad, worse and worst.

The bad news is that *USA*, 'San Francisco's 12 Meter, was eliminated in the semi-finals. The worse news is that it was at the hands of skipper Tom Blackaller's arch-nemesis Dennis Conner aboard *Stars and Stripes*, and the score was four-zip. *USA* didn't win one race. The worst or best news,



LOUIS KRUH

Above, 1987 America's Cup challenger Dennis Conner. Spread, in a brief moment of glory, 'French Kiss' rounds a leeward mark ahead of 'Kiwi Magic'.

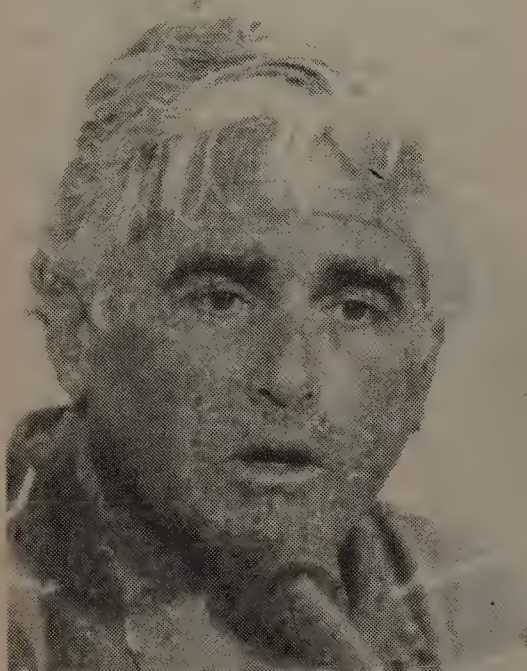
depending upon how you look at it, is that it looks like Conner may go all the way and bring the America's Cup — the same Auld Mug he lost to the Aussies in 1983 — back to Yankee soil.

But let's not get ahead of ourselves. We pick up our story where it left off last month.

Scorewise, *USA* was the third of four semifinalists to emerge from December's final round of eliminations. Behind her in

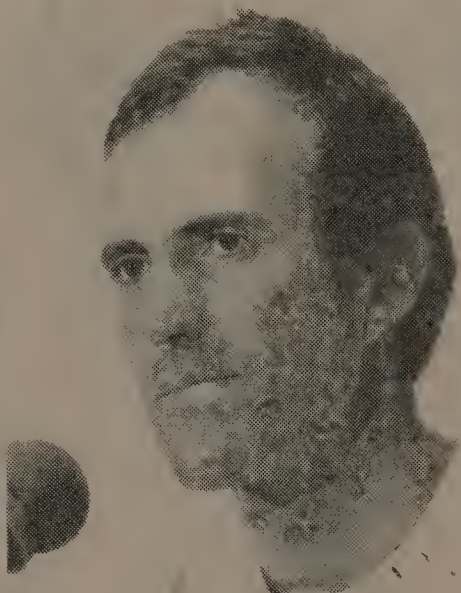
LOUIS KRUH

HIGH NOON



LOUIS KRUK

'USA' skipper Tom Blackaller.



LOUIS KRUK

'French Kiss' skipper Marc Pajot.



LOUIS KRUK

'Kiwi Magic' skipper Chris Dickson.

fourth place was *French Kiss*. Ahead in second was *Stars and Stripes*. In undisputed first place was *Kiwi Magic*, the phenomenal New Zealand 12 that had lost only one of its 33 races.

The semifinal format calls for best-of-seven match races between the first and fourth boats and the second and third. Winners of those heats advance to the final best of seven to determine, *finally*, who would

challenge the Australians in the actual America's Cup race beginning January 31. With the New Zealand victory over *French Kiss* almost a foregone conclusion, attention on both sides of the pond focused on the Americans.

"There are events in sports that, despite their greatness in terms of competition, are destined to become footnotes to a larger story," wrote Peter Ruehl in a Gannet wire

story on the Cup. *Australia II*'s decimation of the challenger competition in the 1983 Cup was one. The Aussies went into the final showdown of that series with a phenomenal 48-4 record, but all anyone remembers is the last four races it took to win the Cup. The Blackaller/Conner confrontation in this

A new slick coating helped 'Stars and Stripes'.

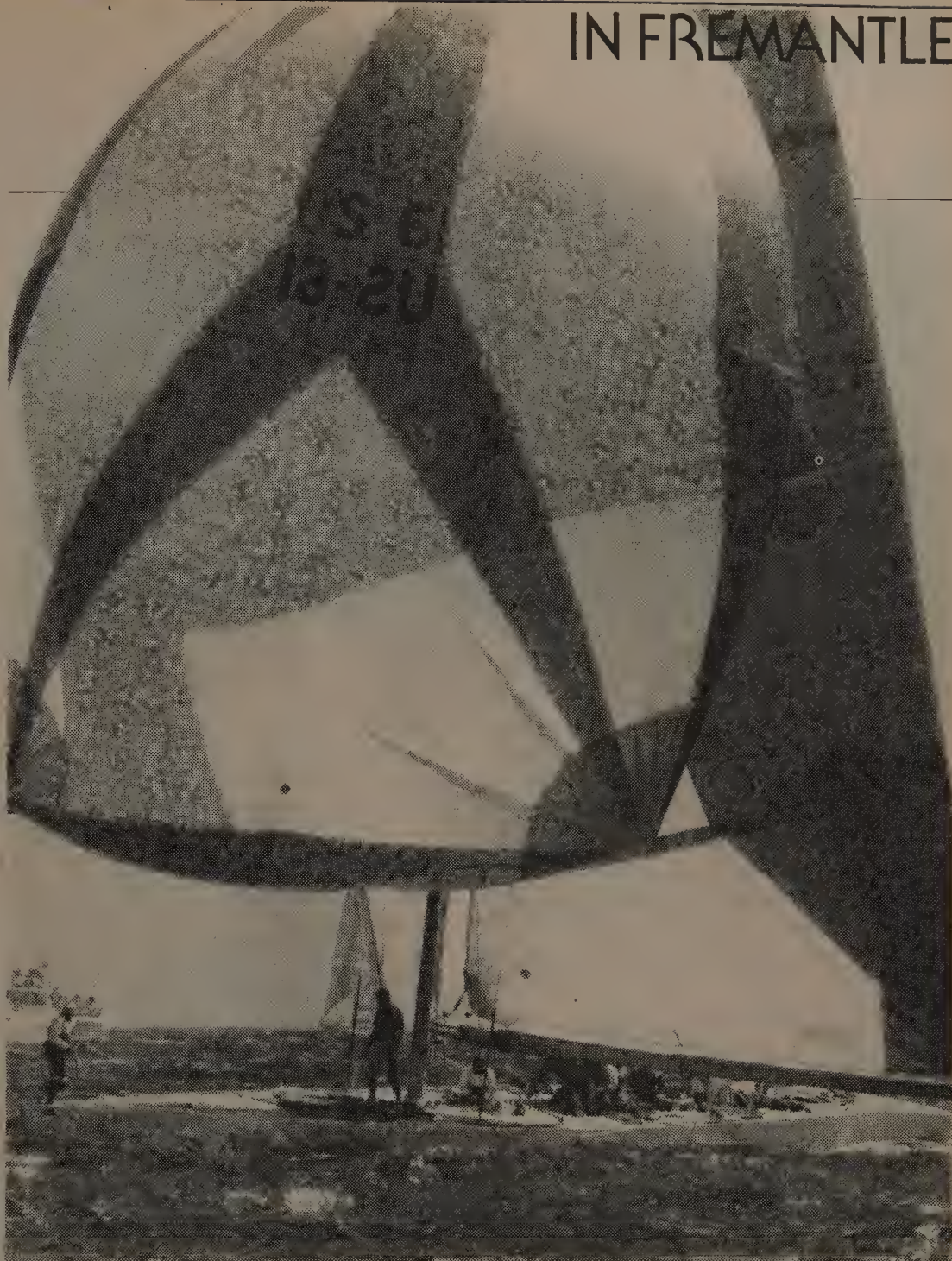


challenge seemed destined to be another great footnote. "And that," wrote Ruehl, "will be like watching a rough diamond being tossed out with the trash."

It's hard for the lay-person, or even most sailors, to fully appreciate such a matchup. Briefly, Conner and Blackaller have been sailing against each other most of their adult lives. They started out in Stars and have since run the gamut to 12-Meters. By most

"I wish we had six months and \$2 million."

accounts, they were never friends, or even friendly rivals. (Several personal friends have said much of the bravado is manufactured for the media.) But it was the 1983 America's Cup defender trials that cemented antipathy between the two. The New York YC wanted Conner to defend that year, and they allegedly bent some rules to get him in and Blackaller's *Defender* out. Conner's



LOUIS KRUK

'USA' came the farthest the fastest, but it wasn't quite enough.

going on to lose the Cup didn't help the situation. Ever since, Blackaller has taken verbal jabs at both Conner and the NYYC at every opportunity. Now, three years later, here they were facing each other on equal ground.

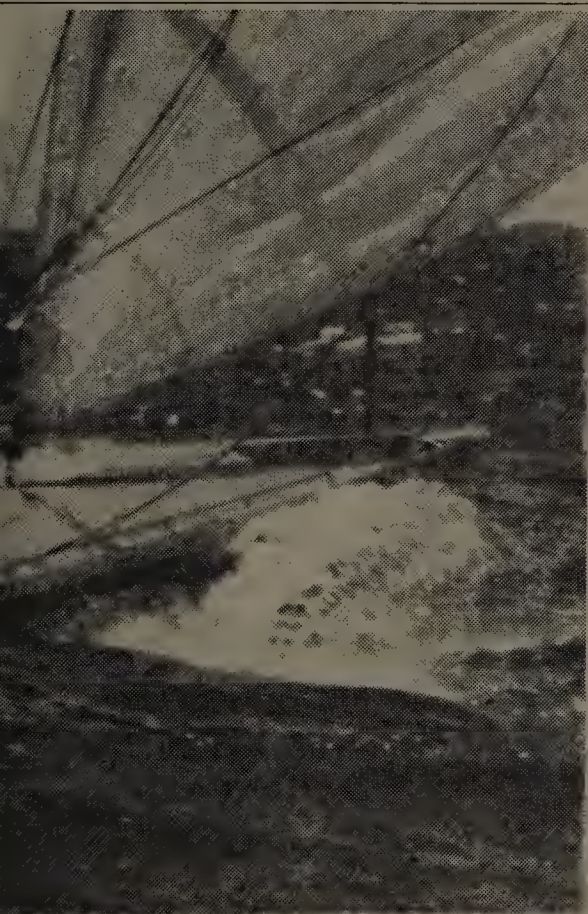
Or was it?

D.C., as Conner is known around Fremantle, came to Australia fresh from two years of ocean testing in Hawaii. His San Diego-based Sail America syndicate boasted five boats (he brought two to Australia), a \$20 million budget and a core crew that has sailed with him for 12 years and three America's Cup campaigns. Methodical and merciless on the water, Conner is regarded by many as the top 12-Meter skipper in the world.

In this corner, Tom Blackaller and USA.

Operating on half the budget of Conner, the Golden Gate Challenge came in later, cheaper and riskier than any other syndicate. US61 had only hit the water last June, four short months before Round 1 began in Fremantle. That was hardly enough time to work the bugs out of a "normal" 12-Meter, much less the radical machine they finally unveiled in October. No "building a better wing" for the Golden Gate Challenge. They decided to do exactly what the Australians had done in '83: go with a totally new, totally revolutionary idea. They built a boat unlike anything the America's Cup or any other boat race had ever seen before; a front ruddered freak with a wingless half-keel nicknamed "the geek". They crewed it with the creme of local talent, at the head of which was several time Star and 6-Meter World Champion Tom Blackaller.

In the first days of racing down under, USA was a joke. "The boat you can parallel park," was a typical comment. It stalled, it sailed sideways, it went out of control, it



LOUIS KRUK

HIGH NOON



LOUIS KRUK

crabbed diagonally. Occasionally, it would even behave like a normal sailboat. When it did, it went like blazes. While Dennis Conner took *Stars and Stripes* up through the ranks in the normal, expected way, to the surprise of many, *USA* also started moving up. Day by day, week by week, month by month, "Blacky's Boys" were getting the hang of sailing the beast. And week by week, they were getting faster and faster. By the middle of the second round, no one was laughing at *USA* any more.

Christine Blackaller consoles husband Tom.



PRICE DERATZIAN

'Kiwi Magic' is the first fiberglass 12 to vie for the Cup. Judging from her performance, she won't be the last.

When we left the challenge last month, both *USA* and *Stars and Stripes* were due hull and rig changes. The big blue 12 with the war canoe bow got several, including new spars, new keel wings, about 100 pounds more ballast and new sails. In a surprise but not surprising move, Blackaller decided against similar changes to *USA*. He'd already beaten *Stars and Stripes* in two of their three meetings. He knew *USA* was fast enough to beat Conner again, and he knew he could squeeze even more out of her by fine tuning and practice, rather than pulling old parts off and sticking new ones on.

Ironically, he was right — to a point. *USA* was faster than ever. But it was as though the sea and wind gods in Oz had tired of this novel new design. R-1 was occasionally in the lead and always in the hunt, but it was also almost always the one to suffer in wind-shifts. Even when Conner was over early in Race 2 and lost 18 seconds restarting, he still beat *USA* to the first mark. To make a long and painful four-day story short, both *USA* and *French Kiss* went down to straight defeats. And the great, long anticipated arch-rivalry between Conner and Blackaller amounted to a knockout in the first round.

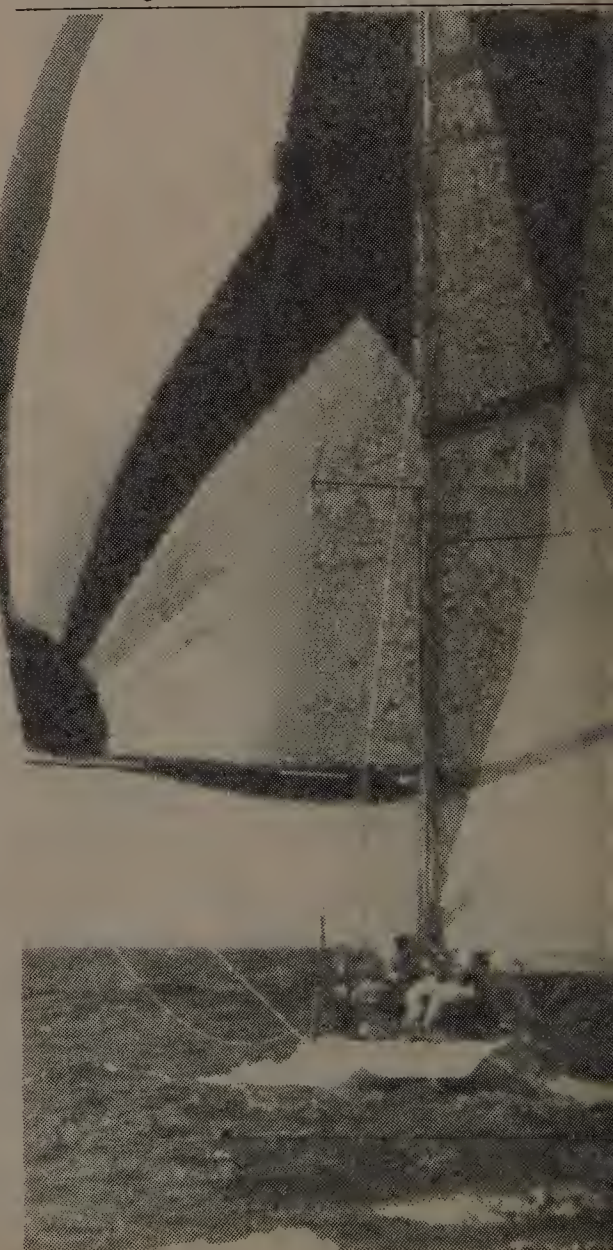
Officially, the syndicate attributes the loss to the lack of time and money. "I wish we had six months and \$2 million," said Blackaller later. Unofficially, crew morale might have been strike three. Sources close to the *USA* compound in Australia feel that by the finals, crew morale had hit rock bottom. Favoritism, fragmentation, crew firings and the gradual decay of shoreside PR were symptoms of the problem. How much they contributed to the turn of events is hard to say. On that point, the syndicate is still mum.

Hindsight aside, what was significant was

that *Stars and Stripes* was demonstrably faster this time around than ever before. "Our boat was faster than ever," said Blackaller after the third race. "But big Dennis was one-tenth of a knot faster than we were on the course today — and we were one-tenth of a knot fast than in the third round robin. That makes him two-tenths of a knot faster than he was in the last series."

Stars and Stripes' newfound speed baffled a lot of Cup watchers. How could the blue boat be that much faster? The answer came just before the start of the finals. The Conner camp alluded to a "secret weapon" that Dennis would divulge to the world at the pre-race press conference. Conner has long been known for preferring an ace or two up his sleeve when he races. But this time, New

Shoulda-beens: 'USA' leads 'Stars and Stripes' on a downwind leg.



IN FREMANTLE

Zealand skipper Chris Dickson blew the wind right out of his sails before the race even started.

"I'll tell you what his secret weapon is,"

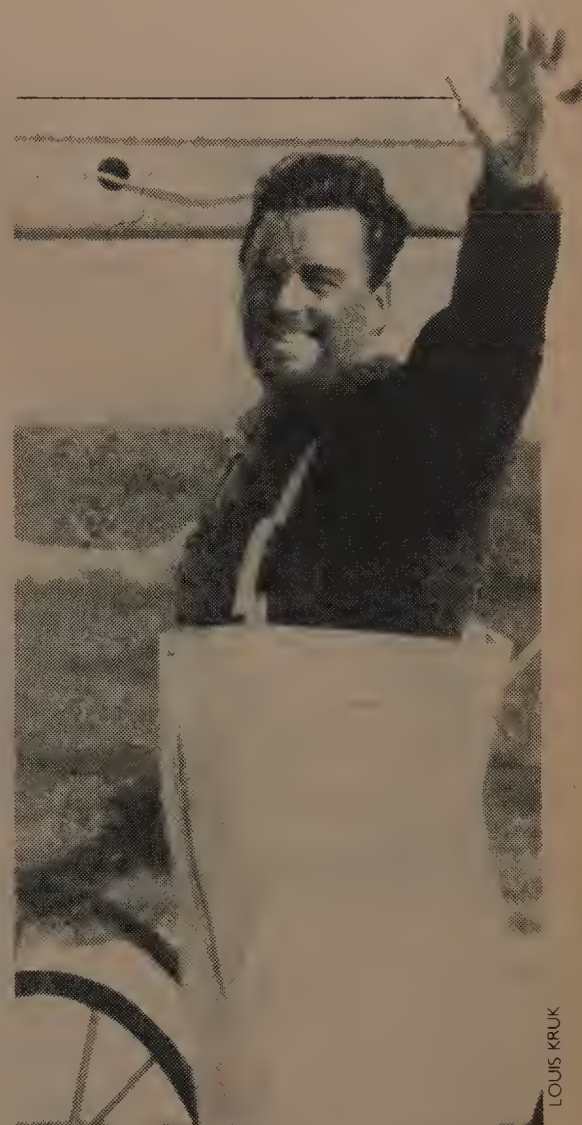
On a last leg duel,
Conner tacked
54 times.

said Dickson, at 25 the youngest 12-Meter skipper in contention for the Cup. "It's a slick coating made by 3-M that he applied to the bottom of *Stars and Stripes*. It was offered to us, too, but we decided not to use it."

If that small psychological triumph unnerved Conner, he didn't show it. And as it turns out, it was he who had the last laugh. Applied sometime between the end of the third round robin and the end of the semi-finals, the coating made the big difference in speed for the big blue boat. In fact, it proved so good that a recent press release from 3-M indicated that the Sail America syndicate had cornered the market on the stuff. At least until the Cup races are over, nobody else can get their hands on it even if they wanted to.

So much for the semifinals.

The finals pitted the newly slicked *Stars and Stripes* against the virtually unbeaten *Kiwi Magic*. Unbeaten, but not unbeatable. The only boat that had beaten them the entire series was *Stars and Stripes*, and that



LOUIS KRUK

D.C. with a victory wave.

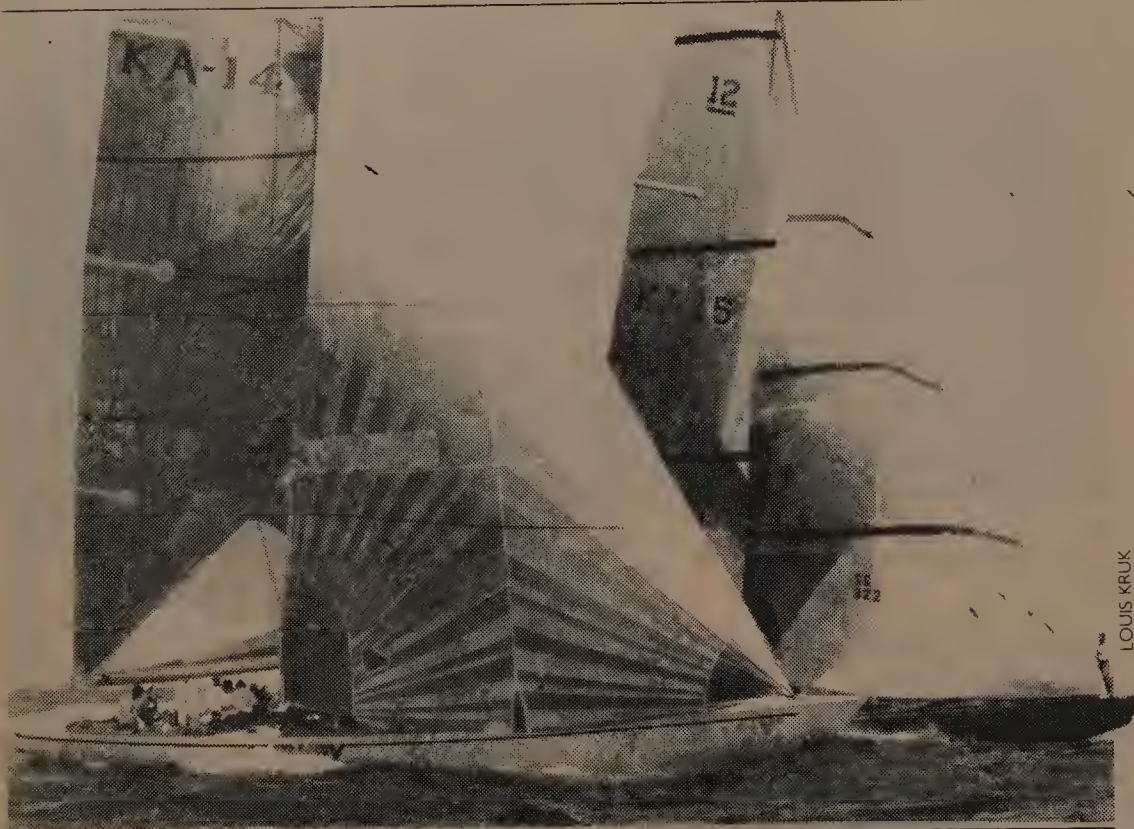
was way back in Round 1. But now, in Race 1 of the finals, in winds of 25 knots, Conner beat *Kiwi Magic* by 1:20. Luck? A fluke? "Give us some lighter winds," remarked Dickson. In Race 2, it blew 16-19 and *Stars and Stripes* beat *Kiwi Magic* by an even larger margin: 1:36.

Stunned to say the least, the Kiwis called a layday, and Chris Dickson, known of late for remarks like "The America's Cup has become a young man's sport," was strangely silent.

January 16, Race 3 — Whether it was the new sails or the send off which included Maori warriors doing their traditional war chant, Race 3 belonged to New Zealand. Dickson lead off the line. Conner pulled briefly ahead then blew a spinnaker, lost several boat lengths and never recovered, though he tried like hell. On a last leg duel, Conner tacked 54 times to try and get out from under Dickson. (Now you know why 12-Meter grinders all look like Bigfoot with biceps.) To the delight of 11 crew, 60-some team members and the entire nation of 3.5 million New Zealanders, the plastic fantastic boat regained her magic and won by 38



LOUIS KRUK



seconds.

The ebullience was short-lived. Conner won race four handily over gear-damaged *Kiwi Magic*. The Kiwis called another layday. Race five proved one of the greats of the series. The Fremantle doctor was in with a vengeance and the seas were big. *Stars and Stripes* was built for these conditions, and

'Kookaburra III' (dark hull) on her way to eliminating 'Steak and Kidney'.

Stars and Stripes, *Kiwi Magic* hit the last mark and had to reround.

And it was over. Showing rare emotion

at the post-race press conference, Dickson said "We had played every card we had. It was the difference between 13 years of America's Cup experience and 13 months." All told, *Kiwi Magic* won more races — 38 to Conner's 35 — but *Stars and Stripes* had won the ones that count.

And speaking of second chances, even his detractors had to admire Conner's persistence at pursuing his. In the end, the America's Cup may just be another yacht race, but the stigma of losing *this* yacht race is a hefty albatross to bear in the sailing world. Rather than resign himself to being the first and only skipper to ever lose the Cup, Conner has pulled himself up these past four years to having a shot at retribution.

In the best of seven races to decide where the Cup resides for the next three years, Conner will almost surely face Iain Murray on *Kookaburra III*. We say almost surely, because we long ago lost track of what the heck the Aussies are doing. They seem much more intent on protesting each other than racing sailboats. By the time they came to their best of nine finals (which in itself was a last minute decision), some 43 protests had been filed. That's more than twice as many as all 13 challengers filed during their whole eliminations series. Then in Race 1 of the

"Kiwi Magic's send-off included Maori warriors doing their traditional war chant.

she was reveling in them. But so was *Kiwi Magic*. On the second upwind leg, with a slim lead, *Stars and Stripes* punched a big wave and the headsail turned into confetti. In a real show of skill, Conner's crew jettisoned the flailing mylar and had another headsail pulling in about two minutes, keeping the lead. But Dickson was perilously close. At this level of racing, you usually don't get a second chance if you screw up . . . unless the other guy screws up, too. On the last spinnaker leg, within a boat length of

GOLDEN GATE CHALLENGE — EPILOGUE

As you read this, *USA*, is packed up, and dismantling of the compound should be nearly complete. Save for a core of shoreside personnel and crew, most team members have either left for home or will be doing so shortly. Many of the crew members are taking well-deserved vacations. Some are getting back into "real world" sailing at different places around the world. Among those staying through the end of the Cup racing down under is Tom Blackaller. It's rumored he may do color for one of the big networks covering the Cup, and if there's anyone who can do color, it's Tom.

The fate of *USA* — both *USA's* — is uncertain. As she was before the racing began, *R-1* sits in her cradle with the front rudder hole sealed and the geek hidden from view. At this writing, the Golden Gate Challenge is alive and looking toward 1990. If the Australians win in February, the syndicate is planning to be back in Fremantle with four years of

development behind them. If Conner wins, well, that's another story.

As for immediate possibilities, the Aga Khan has offered to ship to Sardinia any America's Cup 12s that want to compete in the 12-Meter Worlds there next June.



finals, they both had protest flags flying before the start and the race committee threw both boats out: No winner. In fact, the plethora of protests are what caused syndicate kingpins Alan Bond and Kevin Parry to cut the deal for this modified finals in the first place. Only these finals aren't really the

"It was the difference between 13 years of experience and 13 months."

finals.

Sound confusing? Don't feel lonely. As we last heard it, the deal was that Parry's *Kookaburra III* would square off against Bond's *Australia IV*, but the winner wouldn't necessarily be the defender. The winner of that race would then go to speed trials with

Several crew have reportedly expressed interest in that. Selling the boat is another possibility. The Japanese have been haunting the compounds lately, and reportedly just cut a deal with Alan Bond for both *Australia III* and *Australia IV*.

the reconfigured *Kookaburra II* — possibly with Bondy's crew aboard (we're not making this up), and *that* meeting would decide the defender.

Well, to make a long story short, *Kookaburra III* cleaned *Australia IV*'s clock in five straight races. At his concession speech, Alan Bond made some half-joking remarks about "Be sure to win or we'll have to go win it back next time." Kevin Parry then verbally threw Bondy on the barbie. Unfortunately, this is the Aussie equivalent to crucifying John Wayne. After all, Alan Bond did win the damn thing in the first place. Now everyone down under hates Parry, except the New Zealanders, who hate Conner. (You'll recall that he originated the protest against their fiberglass hulls and at one point

Dennis Conner has been sailing competitively on 12-Meters since his early 30s. He was Ted Hood's trimmer aboard *Courageous* in 1974 (the first time Alan Bond was beaten); he successfully skippered the 1980 cup defender *Freedom*; and he lost the Cup in 1983 as skipper of ill-fated *Liberty*. Now 44, he and his crew's skill could be the benchmark by which other 12-Meter efforts are measured. His boat is built to go in a blow, he has that trick slick coating on the bottom, and if he is true to form, D.C. has at least one more ace yet to play.

His opponent, Iain Murray, is something of a legend-in-the making himself. He's six-time world champion in Aussie 18s and has driven all manner and size yachts to wins in grand prix yachting events all over the world. At 28, he's participated in one America's Cup campaign, as skipper of the eliminated



'French Kiss' showed the most potential of any French 12 to date.

insinuated that they were cheating.) So at last report, Conner was getting more Australian support than he normally would and the New Zealanders had thrown limited support (they'll offer *Kiwi Magic* as a trial horse) behind the Australian effort.

See what we mean about politics?

If we can get back to sailing for a minute, the final showdown should prove to be a formidable contest. Initially, Conner was favored. The people who try to predict such things with statistics were timing boats over their various courses and the numbers crunched out in favor of *Stars and Stripes*. But the Kookas have been ever improving their boat(s), and the numbers now say it's a toss up.

Here's a brief look at each of the final players in the 1987 America's Cup:

Advance in the 1983 trials. He also helped co-design both *Kookaburra* boats and has molded the *III* team into a crack crew that consistently and convincingly outsailed the best defending America's Cup winner Alan Bond had to offer.

(The fact that both men sport, er, "hefty" builds has prompted one paper to dub the match "Battle of the Pillsbury Doughboys.")

If you get this issue on the first day of distribution, January 30, you'll have one day to beg, borrow or steal a TV with ESPN hookup. Despite an anchorman who doesn't know sailing from scuba diving, this coverage has proved excellent. Heck, even Herb Caen called it "a better show than most Super Bowls." If none of your friends get cable, try your yacht club. But don't miss it and don't delay. High noon is upon us. And by mid-February, it's going to all be over but the cheering — and the sobbing.

— latitude 38/jr and diana jessie

THE BAY WANDERER

During Prohibition rum-runners used to evade the Coast Guard by skimming over the rocks south of Pillar Point in shallow-draft power boats. They'd unload Canadian booze in the town of Princeton and most of it would end up in San

Francisco speakeasies. Always on the lookout for sailing destinations with a little color and history, the Bay Wanderer and his sidekick, Wanderette, decided to see what's new around Pillar Point and the adjoining towns of Princeton, El Granada and Moss Beach, all just north of Half Moon Bay.

A huge satellite-tracking dish antenna is perched atop the point, looking like it could be E.T.'s ride home. The restaurants are full of tourists and visiting boaters instead of the high-rolling smugglers of Prohibition.

The rocks are still there and some boaters still try to shoot them, although it's a bad idea. For some first-hand information on how dangerous the rocks really are you might talk to the owner of a Reinell 27 that 360'd and lost its mast just south of the point.

We'll leave his name out of this, as he's suffered enough. Six days after buying his

first-ever sailboat he left San Francisco to motor to Monterey. At sundown on November 29 he was inside the surf line on

the northern reef when a 10-foot wave broke over the stern. The outboard sucked water and died.



Francisco speakeasies.

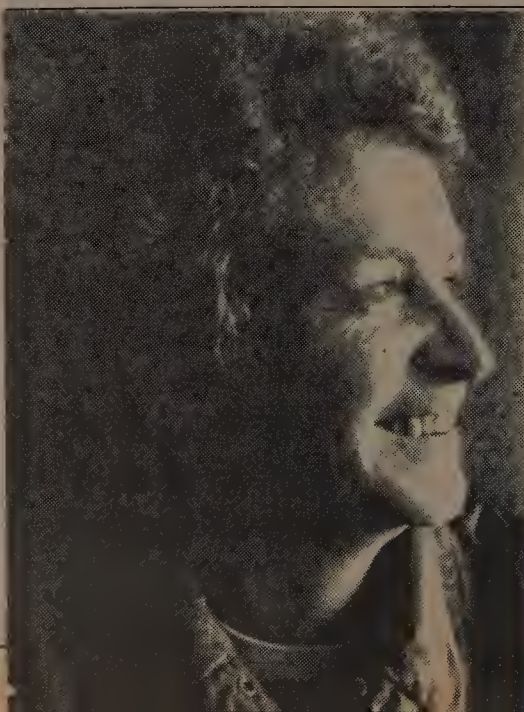
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Val Faulkenburg hopes it will become an island if there's a big quake.



Sometimes there seems to be a "bad luck multiplier" on boats, so when shit happens it *really* happens. He tried to start the motor as the boat drifted sideways toward the rocks. At some point he got conked in the head with the boom. Then the tiller snapped when he tried to scull the bow into the waves. A big roller flipped the boat upside down, tossing the owner into the water.

When he surfaced, he was surprised to see his new boat's fin keel sticking straight up. "I thought it was a full keel boat," he said later. It is unclear whether the mast snapped on the way over or when it struck the bottom mud.

At this point his luck improved. The boat righted with about three feet of water in the cabin. The lowered freeboard let him climb aboard. A flare kit floated by, so he fired one off. Assistant Harbormaster Robert Johnson spotted it from the harbor's 32-foot rescue boat and dodged rocks to toss a tow line

VISITS PILLAR POINT

ALL PHOTOS BY LATITUDE 38/BILL

aboard. The soggy skipper was towed free just short of the second line of breakers, which probably would have made fish food

Conditions off Pillar Point can be rigorous. Last Valentine's Day the wind hit 60 knots, and Bob says that's not uncommon. He

remembers one 90-knot storm. Thick fog is normal in summer, especially in July, as hot inland air meets the cold sea. One long-time Pillar Point boater said there are usually 5 to 10 days of thick fog and about five overcast weeks "when you never see the sun." Winter



out of boat and owner.

"A lot of people don't realize the magnitude of being out on the ocean," said Harbormaster Bob McMahon. Pillar Point is fast developing as a prime overnight destination, with plenty of guest slips and good restaurants within a block or two. It's also a liveaboard oasis, just outside the grasp of the Bay Conservation and Development Commission — McMahon actually wants more liveaboards.

But you feel the "magnitude" Bob mentioned when you leave the harbor and find not cozy ol' San Francisco Bay but instead the Big Water with nothing to the west before Honolulu. "When you go on the Bay you only can get into so much trouble, but out here it's a different story," he said. "You've got to know a little about sea conditions, handling your boat, weather and so on."

Pillar Point harbor is protected by two breakwaters. Fish-buying operation sits on pier in outer harbor.



seas routinely run to 15 feet. The marina is well protected now, but it took two encircling breakwaters to do it.

The last time we sailed into the harbor the inner breakwater was still on the drawing boards. There was a dock for commercial fishermen, but visiting sailboats usually dropped the hook and rowed ashore in a dinghy. We were wet, cold and looking forward to some clam chowder. We anchored and started to blow up the dinghy on deck when a gust flipped it into the water.

Naturally we didn't have the painter tied off. Visions of hot chowder faded as the dinghy drifted off. We rejected a crewman's snide suggestion that it was the captain's duty to dive in and swim after the dinghy. Instead, we swallowed our pride, raised anchor, started the engine and chased the now-speeding dinghy across the harbor. The saltiest fishermen on the San Mateo coast were probably watching us from shore, snig-

THE BAY WANDERER

gering up their foul-weather sleeves.

But we were hell-bent for chowder. After catching the dinghy, we once again dropped anchor and paddled ashore. The captain and his weary crew clomped and sloshed into Ida's Sea Food Grotto just before closing time and ate the last clam chowder of the

'Take a deep
breath and
give us a call.'

night. Sitting at a window looking over the harbor, we ate with mixed feelings of victory and humility. Our little adventure ended well, with full bellies and only slightly damaged egos.

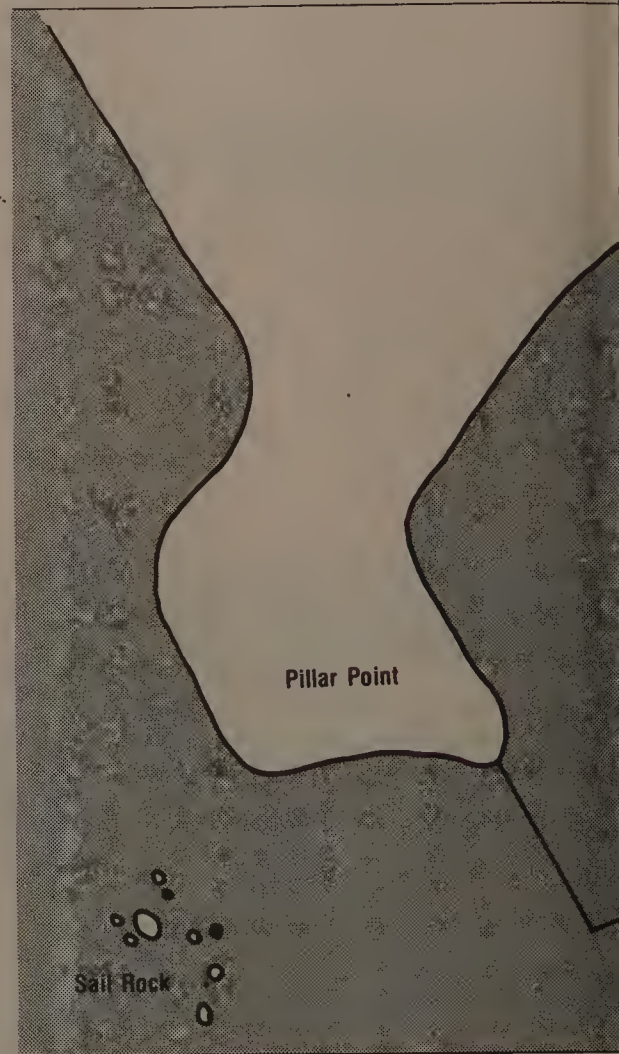
But Bob makes about 100 rescue runs a year for more serious reasons, ranging from boats out of fuel to others that blow up and burn to the waterline. He has Coast Guard public service commendations for two of his rescues.

60-knot winds, throwing 14 fishermen into the water. Bob coordinated the rescue from a Coast Guard helicopter. Seven men were hoisted aboard the chopper, six were picked up by the rescue boat, one was never found and another died later.

Bob had never been up in a helicopter before. He said flying in 60 knots of wind with one door removed for rescue work was "interesting". The pilot described ditching procedures and they both wore survival suits "just in case".

His other award was for rescuing four fishermen whose 65-foot boat exploded after a galley accident in February 1984. Bob found them floating in life jackets about half a mile from the burning boat, 16 miles down the coast in 20-foot seas. One man later died of hypothermia.

Most of Bob's rescues aren't so dramatic. Usually it's just some guy lost in the fog who knows there's a buoy nearby but is afraid to go closer to shore because the surf sounds pretty loud. Bob says that's when to "take a deep breath and give us a call" on Channel 16. Bob says anxious sailors are usually so relieved when they see his boat coming that "they treat us like the Messiah."



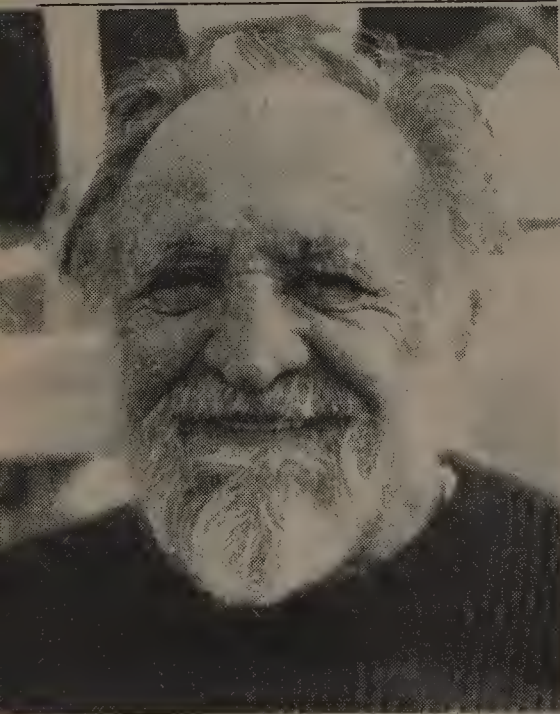
says winter can also be a great time if you're careful to pick a time between storms. Tune in the weather, keep an eye on the sky and allow plenty of time, he recommends.

Anyone planning a weekend trip to Half Moon Bay should get the large-scale chart 18682 for Pillar Point and not rely on the smaller-scale 18680 on which Half Moon Bay could be covered with a quarter. Approaching the marina from the north, the first thing you'll see (if there's no fog) is the giant dish antenna.

Exposed and submerged rocks extend about 300 yards south from the tip of the point. Between the rocks and the southeast reef is a half-mile wide gap leading to the harbor. The gap has two buoys, a green-flashing bell marked "3" to the north and red-flashing "2" on the south end. You can also approach the harbor around the south end of the reef, turning north at the flashing green gong buoy marked "1S" a little more than a mile offshore.

The "S" was added last fall after a long campaign by Bob. There were two buoys marked "1" about two miles apart, and Bob said a lot of boaters got confused. Now the southern one is marked "1S".

The Pillar Point Marina has 370 slips, about half for commercial fishing boats and



Rod Schoenlank and his crew will go cruising 'when we're ready.'

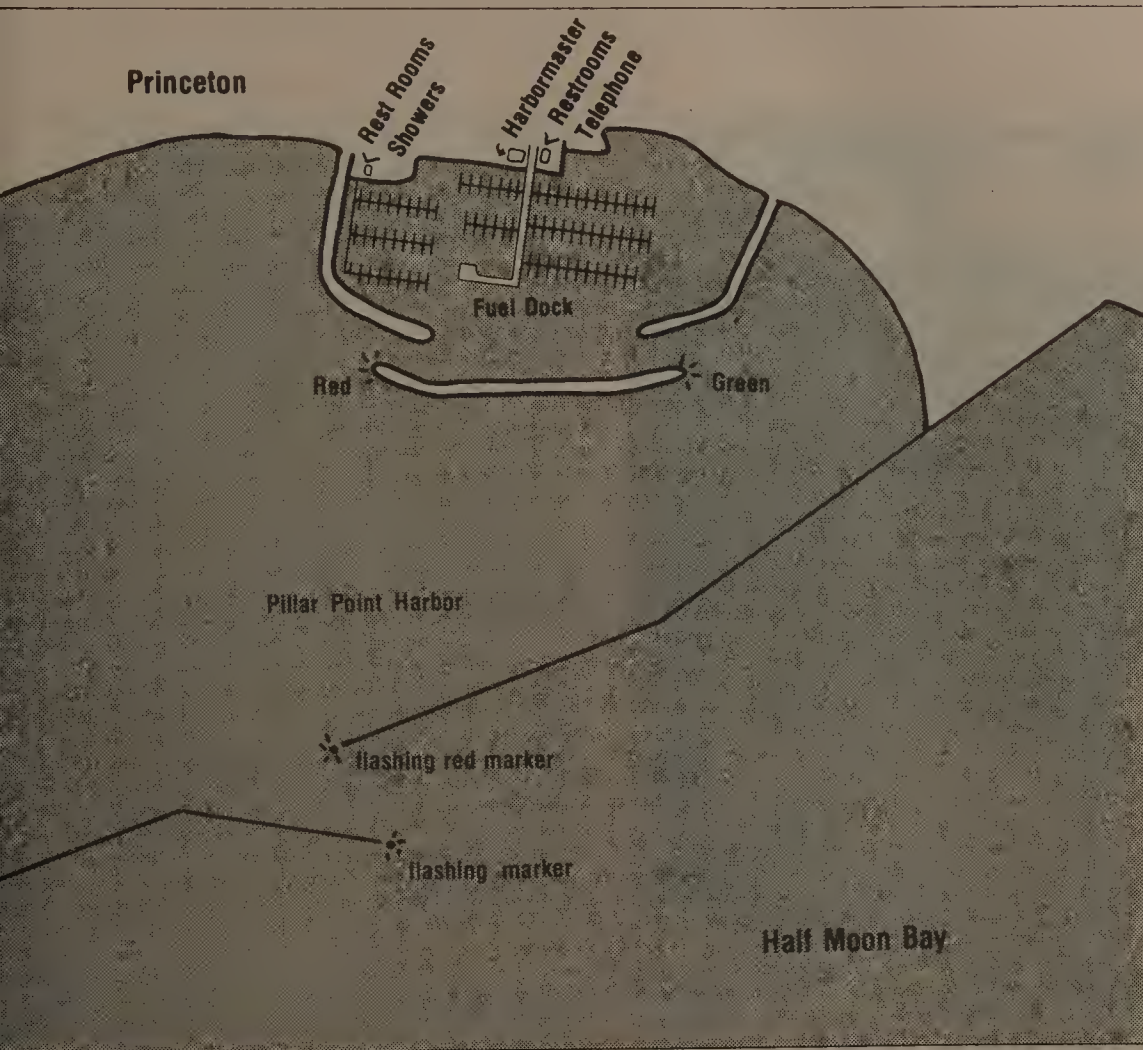


E.T. can go home now. His ride's here.

The most recent one involved three fishing boats that tried to beat a storm back to Half Moon Bay from the Farallones last June. It's a 22-mile trip — they made 14 before the wooden boats broke up in 20-foot seas and

Spring and fall are probably the best times to make the 22-mile run down to Half Moon Bay from the Golden Gate, but Bob

VISITS PILLAR POINT



the rest for recreational boats. The commercial section opened in May 1986; the recreational slips a year earlier. There's an anchorage just west of the commercial section where a third pier will eventually be built.

About 10 percent of the slips are liveaboards, and Bob said he would like to see up to 30 percent. Berths are \$3.85 per foot, plus \$100 a month extra for liveaboards.

Visiting boats can almost always find an available slip for 25 cents per foot per night. Rented slips are designated by a big red dot next to the number. If you hail the harbormaster's office on Channel 16 to ask about a slip for the night you'll probably be told to shop around for an empty slip that doesn't have a red dot. Restroom and shower key deposit is \$10. To reserve a slip you can phone the harbormaster's office at 726-5727.

There's plenty of anchoring room between the inner and outer breakwaters, in case you show up during the busy salmon season and all the slips are full. Bob said 200 transient boats were in the harbor last May 1 for the opening of salmon season. Pillar Point harbor has a well-used launching ramp, the only one on the ocean between San Francisco

Approach Pillar Point way south of this. Don't try to cut through the rocks. Don't use this map for navigation.

and Santa Cruz. The harbor also tends to get crazy during the several MORA races that finish there every year.

The 50-50 split between fishermen and recreational boaters results in a bustling har-

bor and an interesting mix of people. There are three fish buying firms in the inner harbor and one in the outer harbor. Two markets at the harbor sell fresh local fish. Visitors can watch fishermen unload their catch. Party boats and whale-watching tours add to the harbor traffic.

The Shore Bird restaurant, across the street from the harbor, advertises itself as "Cape Cod on the California Coast." The Wandering Duo stopped in for lunch and ordered a sort of mobile salad bar that comes to your table with a big variety of dressings and toppings. It's a popular local place with good views of the harbor. Across the street is the less-formal Paul and Barbara's Fishtrap.

Among the knowledgeable local people we ran into is Val Faulkenburg, who has lived around Half Moon Bay for eight and a half years, selling boats and helping organize the Half Moon Bay Yacht Club. She observes that commercial fishermen and sailors are both out there in boats, but for vastly different reasons.

"Fishermen can't understand why anyone would go out in the ocean to play," she said over coffee at the Ketch Joanne, another popular restaurant and bar at the harbor. "I had a chance to sail out to the Farallones on a Peterson 34. They said bring a date, so I asked three fishermen I knew. They weren't the least bit interested in going."

The Pillar Point area is a haven for people who want to live near the ocean and be outside the crush of suburbia, while staying within commute distance of Silicon Valley and San Francisco. "A lot of people have worked real hard to stay here and not go over there," Val said, poking her thumb

Here's a little fixer-upper we can get for you — cheap.



THE BAY WANDERER

toward the urban sprawl beyond the San Mateo hills. "Now if you over the hill you run errands for three other people because they don't want to go. Maybe if the San Andraes Fault lets go we may get lucky and become an island."

marinas from the upper Delta to Monterey. "I think our place ranks real high," he said.

Ray said the weather seems to discourage

the yard, unloading gear from their 38-foot boat hauled out after a 10-month cruise, including five months in Tahiti. They carried boxes down a ladder and stacked them on the ground while keeping a wary eye out for Gertrude the goose. Gertrude patrols the boat yard, glaring at visitors and taking random nips at passing ankles.

The Doells said their trip was surprisingly smooth. They made the return leg from Hawaii in 18 days. "We thought we might get the odd blow or something," Richard said. "But it was pretty easy. We've made it back in 13 days, but that's too fast. We'd much prefer to go slower and enjoy it more."

Richard built the Mull-designed boat from a bare hull between 1974 and 1978 and since has six trips to Hawaii and Alaska. Although they live in Point Richmond, they decided to haul the boat at Pillar Point because "that's where she was made." They said they will shift out of the "cruising mode" and sail the Bay and Delta for a year or so before heading back out to Hawaii.

The inner harbor has a diverse community of liveaboard cruisers. There's Candace Biedul, who married Mike last July and



How do you spell relief? 'Relief' was the substitute lightship off San Francisco and the Columbia River for years.

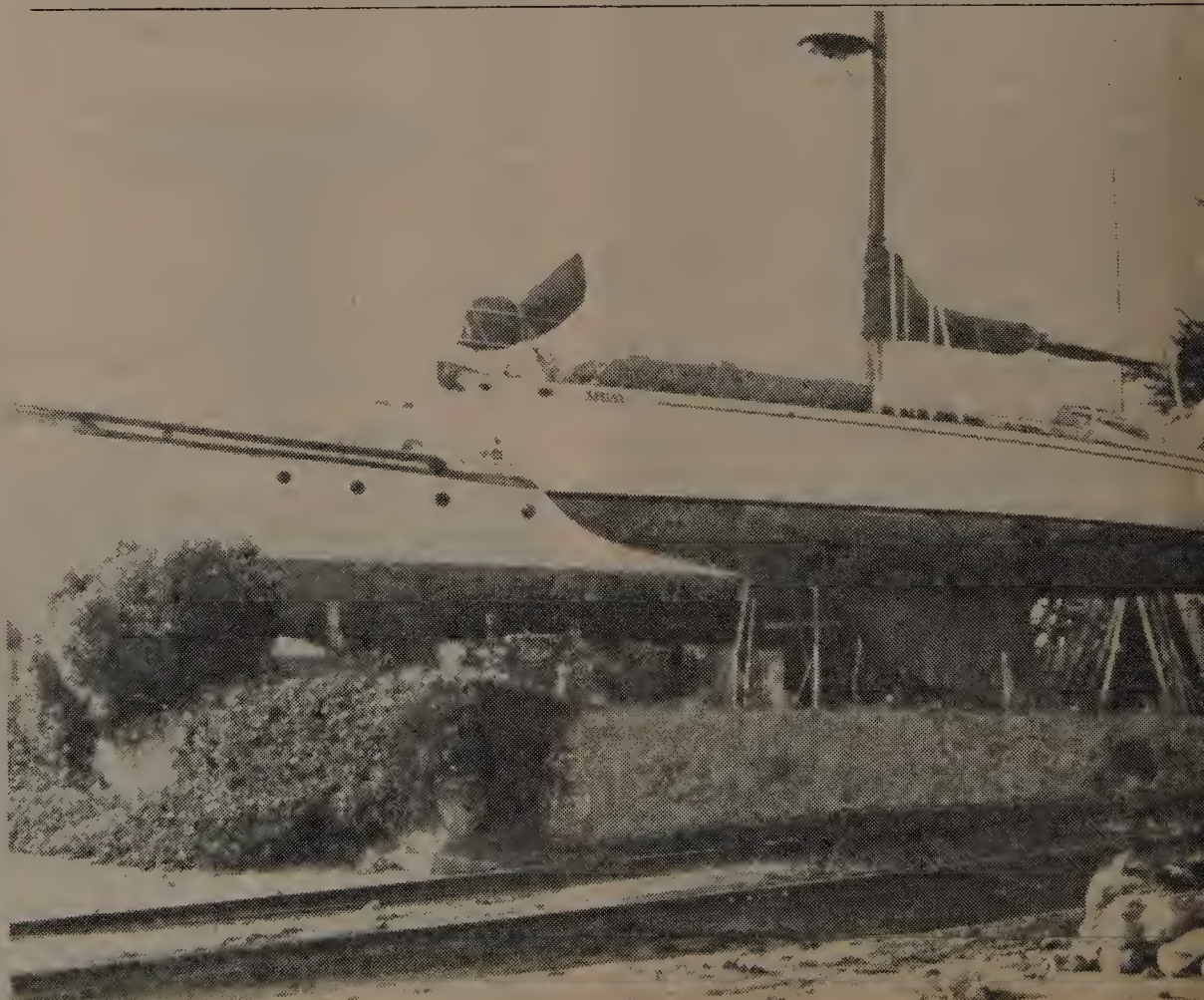
day sailors, and the harbor attracts the more "serious" sailors and cruisers. For example, Richard and Janet Doell were busy across

Ray Farnow is co-owner of the busy Anchor Marine boat yard in the outer harbor. He started the yard in 1971 and has been on the port commission for seven years. He's seen a lot of changes in the area. The outer breakwater was completed in the 1950s, but the northern arm wasn't quite long enough. Big waves would surge through during a storm.

"We used to surf right here," Ray said, motioning toward the beach outside his office, where boats are now winched ashore on rails for yard work. In 1961 the northern arm was extended a couple hundred feet. That helped some, Ray said, but during a storm the harbor still looked like a choppy day on San Francisco Bay, but with hurricane winds.

"We used to lose 10 to 30 boats a year on the beach here," Ray said, because anchor lines would chafe through or moorings would drag. Ray lost a 50-foot motorsailor on the beach in 1978 when a 500-pound anchor dragged. Now he uses a 4,000-pound mooring with heavy chain.

The \$4 million inner breakwater, finished four years ago, has finally given Pillar Point boaters a secure harbor. Ray is proud of improvements at Pillar Point, and spent two months last summer cruising to compare



VISITS PILLAR POINT

moved aboard his Pan-Oceanic 43 *Narnia* with her son, 17, and daughter, 12. She says so far things have worked out fine.

"Our plan is to sail on long vacations in the summer for five years, then after that say goodbye for a year or so," she said.

Just before Christmas they set out for the Channel Islands, but ended up in Santa Cruz instead. "It was raining like crazy, foggy and you couldn't see anything," she said. After motorsailing nine hours in 15- to 20-foot swells, Candace said they headed for Santa Cruz in pitch dark and found surf breaking at the channel entrance. She said they considered turning back until they spotted a larger boat heading out, so they surfed into the harbor for a night's rest.

"I thought we were going to beach this thing," she said. "But now at least now we know we can do it. I learned that you can't fry eggs without breaking the yolks when the boat's rolling 30 degrees. We had scrambled eggs."

One of her neighbors on B dock is Rod Schoenlank, who bought his Newport 40 last March and has been trying to decide on a

There's lots of activity around the Anchor Marine yard in Pillar Point's outer harbor.



The Shore Bird, a popular restaurant across the street from the harbor.

name. He's considering *Lao Tsu*, after a Chinese philosopher whose teachings Rod translates to "If anybody can tell you the way, then that ain't it."

Rod said he bought the boat with no sailing experience, but is determined to go cruising "when we're ready." His potential crew includes a navigator who has been seasick on every weekend sail except the last one, when he may have finally found the right medication.

"For us, every sail is a shakedown cruise," Rod said.

At the end of B Dock is *Woniya*, a hard-chine steel schooner 72 feet on deck used as a commercial fishing boat. Its six-man Alaskan crew trolled the mid-Pacific for albacore until the price dropped about two years ago. Now they fish the Alaskan coast except for two or three months a year when they go after bottom fish in the Bay Area. They were preparing for a week's sail to fish for rock cod with hand lines, each rigged with 150 hooks.

Skipper Jeff Smith explained that fish caught on hand lines tend to get less damaged than netted fish, so they bring a better price for the restaurant trade.

The *Woniya* was built as a three-masted cargo ship, but one mast was removed when it was converted for fishing. "There's nothing quite like steel," Smith said. "I was on a 300-ton boat that ran right up on a rock. It would have sank if it hadn't been steel."

The sea has always attracted solitary souls who seek truth, beauty and enlighten-

ment among the waves and wind. One such seeker based at Pillar Point is a man who calls himself Nitya. He said he is a "profes-

sional sailor who plays music to whales and dolphins."

He plays "simple classical melodies within a wind format," on his guitar held up so the wind helps make the strings vibrate. He said he sailed 15,000 miles on a Bear boat with speakers installed in the bow to play music to whales and dolphins through the wooden hull.

"Communication with dolphins is my entire thing in life," he said. "When you make eye contact with them you know they want to communicate." He plans "something in the way of awareness and world peace; exactly what I'm not sure." The next step may be a cruise with a friend who is getting divorced in Seattle, "if his wife doesn't get the boat."

Improvements in the harbor may bring Pillar Point more tourist business than some of the locals would prefer. Even now buses

"Every sail is a shakedown cruise."

bring 200 to 300 whale watchers at a time. The time to see Pillar Point while it is still "quaint" may be this year.

The Wandering Duo will probably sail back to Pillar Point in the spring. This time we'll keep the dinghy tied down.

— latitude 38 — bp

SHORT, SEDEWINDER, AND THE

Side'wind'er (sid'win'der) n. 1. a small desert rattlesnake (*crotalus cerastes*) of the southwest United States that moves over shifting sand by looping its body sideways. 2. (Colloq.) a hard, swinging blow of the fist, delivered from the side. 3. (S-) an air-to-air missile that homes in on a target by a heat-seeking device. 4. (S-) Randy Short's newest grand prix racing yacht, a 45-ft Reichel/Pugh design launched in late December.

The very name evokes images of lightning-fast deadly weapons, and the latest nautical *Sidewinder*, by all early indications, is poised to live up to its name.

"It's an absolutely wild machine!" enthused sparmaker Dave Hulse, who has seen them all. Hulse's excitement was echoed by everyone close to the project, so we decided to check out the new hot-rod for ourselves. For not only would it give us license to roost around behind the scenes of a world class effort, but also to meet some of the players and get a feel for what it's like on the grand prix circuit in 1987.

The IOR world is supposedly shrinking, and some doomsayers claim that the rule is on its deathbed. But don't try to tell that to the guys on the *Sidewinder* project; they're incredibly passionate about their involvement with the boat and grand prix sailing in general. Each was hand-picked by Randy Short because he considers them to be the best at what they do — from the designers, to the builder, to the twelve lucky people that will eventually get to race the machine.

And make no mistake, for the *Sidewinder* team the IOR arena is not a good-time playground. Like the America's Cup — where many of them have been competing — it's a battlefield. Each crewmember knows that winning an Admiral's Cup, Sardinia Cup or SORC is like putting money in their respective bank accounts.

The *Sidewinder* being readied for the grand prix circuit is the latest of three Reichel-Pugh designs owned by Short. A lot of grand prix owners have owned a series of boats by the same name, but perhaps John Kilroy is the only other who has owned three by the same name at the same time. In 1986, Short owned his original 43-ft *Sidewinder*, and two half-completed new versions, one 43-ft and the other 45-ft. Looking back on the trio of *Sidewinders*, Short laughs and says, "A normal person probably would have shot himself."

The Man Behind The Fleet

Reluctant to talk about himself, Charles F. "Randy" Short III prefers to direct attention



Charles F. "Randy" Short III — in search of offshore racing's holy grail.

to "the project". It's important to him that all his players — or "board of directors" — receive equal billing. The team approach to the newest *Sidewinder* project in a large part explains its promising future.

The facts on Short are this: he's a 46-year-old divorced businessman who lives on Russian Hill in San Francisco and who works in Fremont. He's the founder, principal owner, and chairman of US Semiconductor, a 65-employee manufacturing company that has something to do with the "custom epitaxial silicon" part of creating integrated circuits.

Originally from Chicago, Short grew up sailing on various Cruising Club of America racer/cruisers owned by his father. They ranged from a 41-ft S&S ketch to a 53-ft Rhodes ketch. Randy has fond memories of sailing out of the Chicago YC and cruising the Great Lakes.

College in Colorado and various entrepreneurial endeavors followed, during which time Randy put sailing on hold for 25 years. Randy's first job out of school was working for a bank. It may not sound like much until you learn that he wasn't a teller but the founder of the bank! He subsequently pursued a number of other business opportunities, finally hitting the the proverbial

financial long ball with an enterprise in Australia of all places. Yes, for five years Short was a partner in the 40-store, 1,000-employee outfit called — you'll love this — "Jack the Slasher". Bloody as it sounds, 'the housewife's friend' actually was a discount grocery chain.

By 1981, Short sold out to Safeway and moved to the Bay Area. He consciously picked the City for its relative proximity to Oz, where he maintains other business interests, and to the Silicon Valley, the ultimate entrepreneurial playground. Furthermore, he now had a little more spending



LATITUDE 38 RICHARD

SEARCH FOR OFFSHORE RACING'S HOLY GRAIL

money and wanted to get back into sailing. And, as he points out, what better place is there to do it? Judging from the last six years, it appears that Randy's habit of being in the right place at the right time have again stood him well in both business and sailing.

Yet Randy downplays his own success. "Anyone who claims to be the best at anything — be it sailing or making money or being the fastest gun in the West — is nuts! There's generally someone right behind you who is faster or better." Paradoxically, the modest Short is capable of heaping superlatives on others in virtually the same

breath. For instance, "Paul Cayard is the finest big boat helmsman in the world today; his instincts and competitiveness aren't compromised yet."

It's not surprising that Randy approaches his sailing projects the same way he would a business endeavor: he throws himself totally into it, retaining total control. "It's how I like to do things," says the chairman of the *Sidewinder* board. Unlike the majority of IOR owners, Short is not content to merely

The original 'Sidewinder' blasting toward Class C honors in the 1984 Clipper Cup.

write a whopper of a check and then wait for the new toy to arrive. Rather, he remains intimately involved with the project on a day-to-day basis, managing it with the precision of a miniature 12-meter project. One who enjoys creating new things and working with people, he's obviously not afraid to roll the dice.

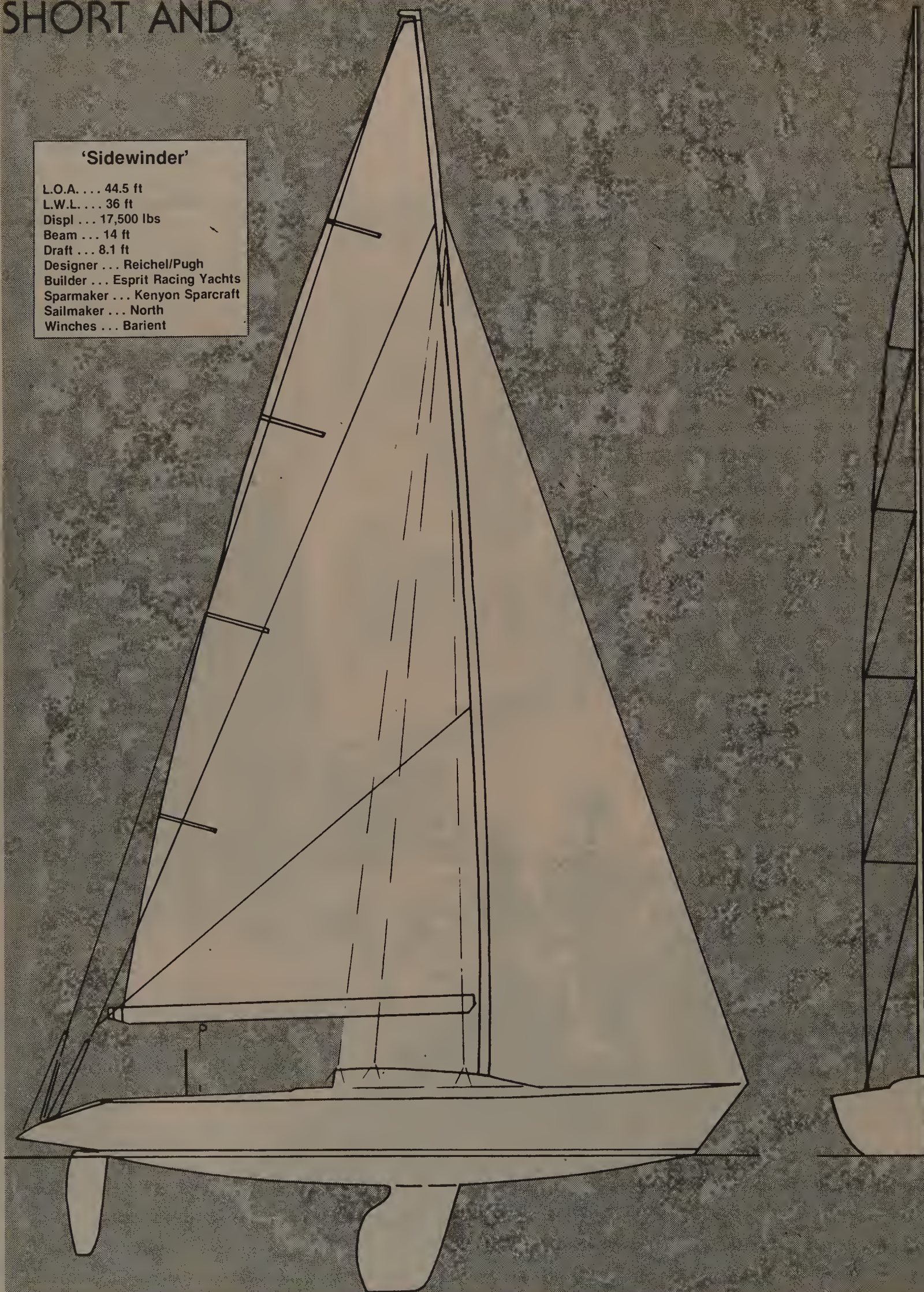
An example of Short's immersion in a project occurred several months ago, when flying back from Tokyo he found himself seated next to an engineer for Hawker Siddeley, the British aerospace manufacturer. Apparently the materials and construction techniques that go into fighter plane wings are very similar that of modern IOR hulls. Thus the two chatted happily for hours about such



SHORT AND

'Sidewinder'

L.O.A. . . . 44.5 ft
L.W.L. . . . 36 ft
Displ . . . 17,500 lbs
Beam . . . 14 ft
Draft . . . 8.1 ft
Designer . . . Reichel/Pugh
Builder . . . Esprit Racing Yachts
Sparmaker . . . Kenyon Sparcraft
Sailmaker . . . North
Winches . . . Barient



THE SEARCH FOR OFFSHORE RACING'S HOLY GRAIL

esoterica as "Nomex honeycomb cells" and "S-glass carbon fiber lay-ups".

Short is driven to understand all aspects of the *Sidewinder* project, but there's a larger goal, too, the *raison d'être* for this 45-footer: to capture one of yachting's holiest grails, the Admiral's Cup in England.

Background

The credit — or perhaps blame — for Short's obsession with the Admiral's Cup must be shared with Steve Taft and Don Jesberg. Short was doing business with Kidder Peabody in San Francisco during the 1983 Big Boat Series and got very excited about racing. Soon he was introduced to a member of the company, Jesberg, who was well-acquainted with the big boat scene. Jesberg in turn set Randy up with IOR veteran and sailmaker Steve Taft.

Taft and Jesberg crawled through a number of boats at the St. Francis docks, an experience which further piqued Short's interest. Short quickly decided plunge into the sport in a big way; by buying a boat and taking it to the 1984 SORC. But after looking at several boats in San Diego and not finding what he wanted, they missed the SORC, which in retrospect might have been a good thing. For instead of buying an existing boat, Short decided to have one built, calling on the services of the fledgling design firm of Reichel/Pugh.

The blue 43-footer with the "snakeskin gold" lettering hit the water in July of 1984 and debuted at the Clipper Cup several weeks later. Taft oversaw the sails and crew, and shared the driving with Skip Allan. *Sidewinder* ended up winning Class C overall, and took fleet honors in the 870-mile Hate the State finale. It wasn't a bad start for Short, who had never participated in a race series before.

Returning home for the Big Boat Series, the boat slipped to third in a very competitive fleet, and then had an "ugly" Southern Ocean Racing Conference in Florida and the Bahamas in early 1985. But things looked up again at the Brenton Reef Series, where *Sidewinder's* third place finish in a strong fleet assured her a berth on the United States Admiral's Cup team. It had been a tight series, and *Sidewinder* only wrapped up her slot after Dennis Conner, on another Reichel/Pugh entry, drove up on the rocks while attempting a shortcut.

The Admiral's Cup competition in England is the pinnacle of grand prix ocean

racing, with three boat teams from throughout the ocean racing world. The U.S. all west coast team of *Sleeper*, *High Roler* and the Paul Cayard driven *Sidewinder* was outstanding on paper, but didn't perform anywhere near expectations in the windy series. The team finished a humiliating 9th out of 18 teams. The high-counting Fastnet Race was particularly devastating; *Sleeper* lost her mast and *Sidewinder* dropped out. Taft explains: "The race was shaping up a lot like the 1979 Fastnet in which 15 people died. We decided that since our team was out of contention anyway, it only made sense to come in and not wreck the boat."

So while they ended on a very down note, Short had nonetheless been bitten by the Admiral's Cup bug, a particularly viscous and expensive strain of sailing disease. "It was fantastic representing our country over there . . . we even got to meet the Royal Family!" Counting the Admiral's Cup experience as one of the highlights of his life, Short is determined to return and be victorious.

It was during that last series that Short and designer Jim Pugh formed their ideas about what kind of boat and effort would be required to win in the predominantly reaching conditions of the Solent. There is a moment that Short vividly recalls that framed his thinking. It was during the windy reaching conditions in one of the Channel races that the fractionally rigged Farr design, *Highland Fling III*, surfed up behind *Sidewinder* — "like an Indy car" — and passed them to leeward. It wouldn't have been so bad had the Farr boat been a 50-footer, but she was a 40-footer, rating 2.5 feet less than *Sidewinder*. The new boat would have to be fractionally rigged.

Short was also impressed by the victorious German Admiral's Cup team, not so much for their boatspeed, but for their disciplined, totally prepared approach. He remembers their crew would show up at their boats five minutes before it was time to motor out — "they marched down the docks like a youth corps". There was none of the normal morning sky rides up the mast, no scrambles for charts or the Loran manual, nor any of the other last minute fire drills. "That's the way we're going to do it next time," Short told himself.

quest for the Admiral's Cup led him to commission an updated 43-footer, this time a fractional rig. Reichel/Pugh began work on their second *Sidewinder* in December of 1985, and soon Esprit Racing Yachts was busy building a new boat. Then in March of 1986, the roof caved in, figuratively speaking.

At the spring Royal Ocean Racing Club meeting in England, the powers that be announced a significant rule change for the 1987 Admiral's Cup team aspirants. No longer would a country be able to send any three boats in the 30 to 40 foot rating band; rather, the total rating of the three boat team had to add up to 95 feet — or over — under the new IOR rule. This effectively translates into two One Tonners and a 34 or 35 rater. The logic behind the change was to discourage the event from becoming a rerun of the One Ton Worlds, as in the last Admiral's Cup, where fractionally rigged One Tonners took nine of the top 10 spots. The United States team inadvertently had sent three 33.0 raters into that arena — with the previously mentioned mediocre results.

So suddenly, the half-finished *Sidewinder*, which was to rate in the 32.8 range, became an albatross. Fitting neither in the One Ton or 35-rater category, it meant that Short wouldn't be going to the next Admiral's Cup, not in that boat at least. Most owners probably would have finished the boat and blown off the Admiral's Cup, but not Short. "It was a tough bullet to bite, but we pulled the plug on that project and started a new one." And so a third *Sidewinder* began, this one a 45-footer.

The New Boat

If there is beauty in function, this is a knockout boat. She has low freeboard that makes her look racy, and the wide, shallow cockpit empties through an open transom. Everything is tricked to the max; two carbon fiber spinnaker poles, a carbon fiber bow pulpit, a tiny forward hatch for spinnaker takedowns only, transverse jib leads, a gigantic custom Sparcraft wheel, the Wake & Durgan installed banks of Ockam instruments, the curved traveller track, angled stanchions for moving crew weight outboard, titanium shackles on wire, kevlar running rigging — and who knows what else?

She looks fast, too. Her navy blue hull is offset by the Micron 33 bottom and is accented with a magenta and gold boot stripe, a scheme which also appears on the portless wedge cabin.

Belowdecks *Sidewinder* looks more stripped than a One Tonner — if that's possi-

Armed with the experience, Short's

SHORT, SIDEWINDER, AND THE

ble. Perhaps it's an illusion created by putting the same spartan comforts in an even larger space. There are but six pipeberths, an unenclosed head, a few items which collectively pretend to be a galley, and a nav station.

Of course, there is no wood trim below — or above. The interior is molded fiberglass and there are no sharp edges anywhere. Neither are there floorboards to raise or bilges to sponge out; the floor is molded glass also. There are simply no concessions to luxury. Even a stereo system, heretofore always considered an absolute necessity on Hollywood league boats, was deemed too heavy.

As exotic as the interior sounds, the most radical part of the *Sidewinder* package is underwater, a 42-pound rudder (about the same weight as a Cal 20 rudder) combined with the second most interesting keel of the year. The 8,500-lb elliptical keel, which in profile looks like a giant Mickey Mouse ear, is seriously chopped off at its 'root' or top. In fact, the section where the keel joins the bottom of the hull is a mere three feet long. A stainless steel plate had to be incorporated into the set-up in order to spread out the phenomenal loads. Theoretically this unique keel surgery decreases mass in the least effective lifting part of an already elliptical keel, thereby increasing upwind and, to an extent, all-around performance.

The downside risk to this type of keel is the near vertical angle of the leading edge, which will surely catch its share of kelp. Being a no-holds barred effort, initial thought was given to a fiber-optic camera — such as doctors use for internal surgery. The concept had to be abandoned as there are no waterproof lens as yet. Thus a 'low-tech' window, just like its counterpart for propeller viewing, was settled on.

Although not completely finished, *Sidewinder* went into the water briefly just before January 1, thus making her a 1986 boat for future old age allowance considerations. There was no huge launching ceremony as some might have expected; in fact, Short was in Europe. He is not sentimental about missing the occasion: "It's just a boat, a piece of a machinery with a job to do." After sea trials are completed, she will be shipped to Florida, where on February 26th she'll get her first test with the start of the SORC.

By then, the designer, builder, and sparmaker will be long gone, off to the next project. But to learn more about *Sidewinder* and grand prix racing, we talked with the people who created it — after all, they still hold seats on the "board of directors", and

you can bet they'll be following the team's progress in Florida, Rhode Island, and England.

The Designers

John Reichel and Jim Pugh are totally different kinds of people. One of their friends jokingly refers to them as "Bambi and Godzilla".

Reichel, age 28, is the "brainiac" of the pair. He's one of the young rising stars in the highly competitive field of yacht design. The quieter one of the two, more often than not he is the one who answers the phone when you call their office in Pugh's "modest home" in the hills of San Diego. John, who grew up on Long Island Sound, is a naval architect from the University of Michigan. These days he spends most of his time designing boats and putting out fires with builders.

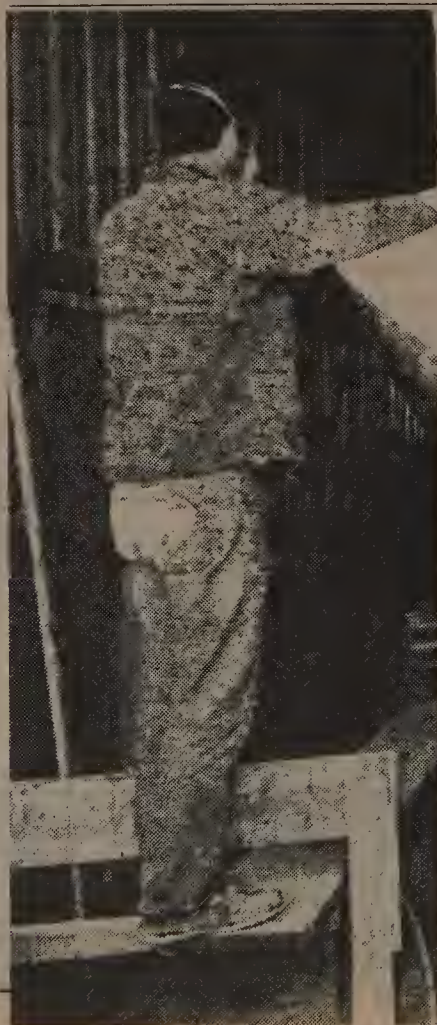
Thirty-six-year-old Jim Pugh is outgoing, boisterous, and sometimes controversial. After a race, chances are you can find him at the yacht club bar while John has already headed home. In addition to being the

The latest 'Sidewinder' taking shape at Esprit Racing Yachts, Ltd. Like sausage and laws, you don't want to watch them being made.

salesman and the liason with the owners, he's an expert at doing deck layouts, hardware selection, and overseeing the construction process. He's also one of the more sought-after project coordinators on the IOR circuit, and has developed a reputation for winning at all costs. Pugh can be demanding to sail for and has alienated more than a few crew members along the way. But owners love him.

Pugh spent his childhood in Liverpool, England, where he studied animal husbandry with the idea of becoming a pig farmer. Fortunately, a friend introduced him to the noble sport of yacht racing, and pig farming's loss rapidly became sailing's gain. Pugh worked his way to the top of the IOR scene, sailing along the way with guys like Ted Turner, Dennis Connor, and Lowell North on legendary boats such as *Tenacious* and all three *Williwaws*.

On North's suggestion, Pugh moved to San Diego to work for Doug Peterson in 1976. Pugh put in seven years there, during which time that design group was cranking out some of the hottest boats afloat. Reichel arrived at Peterson's shop a few years later, straight from college and recommended by fellow Michigan graduate and Peterson



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employee Bill Tripp. Reichel subsequently did a five-year stint there. In 1983 it was time to move on, so Reichel and Pugh left Peterson together and hung out their own shingle. In the finest tradition of start-up companies, they almost starved to death the first year.

But their talent didn't go unnoticed very long, and soon the phone began to ring. They've subsequently done eight world-class yachts and redesigned the keels of *Jubilation*, *Tomahawk*, and some others. In the process they've happened upon two relationships which have shaped their professional lives: with Bill Twist and Randy Short. They met Twist through the highly successful Peterson 41 *Salute* project, and a few years later, Twist commissioned the 47-ft *Blade Runner* from them. Twist, who is in the computer leasing business, became a financial partner in Reichel/Pugh along the way, and recently helped outfit the partnership with a computer system that features the whistles.

But the *Sidewinder* projects have really been the mother-lode for Reichel/Pugh, accounting for three of their eight designs. The designers enjoy working with Randy: "The key to a good project is to start with a good owner. Randy's a great example: he knows what's going on and is willing to do

whatever it takes to get the job done." Working with owners like Short, the Reichel/Pugh team's future appears bright,

pre-preg carbon fiber components for boats; things like high-tech rudders and rudder stocks, pipe berths, and interior pieces. They have a reputation for being ahead of the industry in producing strong, lightweight composite technology boat parts, always

ESPRIT YACHTS

ADEWINDER

but they're not putting on their shades just yet. There's always the next commission to find.

The Builder

Both of the newer *Sidewinders* were/are being built by Esprit Racing Yachts, Ltd. of San Diego. This three-year-old company is owned by three partners: Richard Palmer, Brian Hutchinson, and Rich Melzer. These guys grew up sailing and met while working for Terry Koch at the now defunct OB Boatworks. They enjoy a "good team relationship", employ five workers (some of whom they picked up when OB cut them adrift) and look like they'll be survivors in an industry that is famous for making small fortunes out of large ones.

President and majority stockholder is Palmer, who moved to California four years ago with the idea of starting his own boat-building company. Palmer, a 34-year-old English expatriate, left England for Montreal in 1974. He was deeply involved in developing and building Tornado cats, which is where he learned lightweight construction techniques. Finding the business climate there hostile to non-French, and having a wife with family in California, Palmer moved out here to work for Hobie Cat. For some reason that job never materialized, so he spent the next couple of years working at OB, until that shop folded during the construction of *Blade Runner*.

Twenty-eight-year-old Brian Hutchinson is also a partner in the company as well as an avid IOR and one-design sailor. A native of Michigan who studied architecture in Utah, his strong suit is engineering. Rich Melzer, 25, is the newest partner. Palmer describes him as "the quintessential blond-haired California native, complete with the surf-board tied to his back!" Though the youngest of the group, Melzer has the most hands-on experience in boatbuilding, most of it acquired at OB.

The company began as a manufacturer of

Both the new and old 'Sidewinder's' feature this distinctive script.

displaying great attention to detail. Their work can be seen on *High Risk*, *Lobo*, *Kathmandu*, *Blade Runner* and any number of other state-of-the-art racing yachts.

Being the new kid on the block, they bid on a lot of boats before landing the second *Sidewinder* project in the fall of 1985. "It was a nice break when Randy came to us. You couldn't ask for a better first project — a high visibility boat, a great owner, the whole package," says Richard. "It's also important to have a good relationship with the designers because you end up in day-to-day contact with them."

All three partners at Esprit had front row seats to watch OB go down the tubes. And Short's previous experience with a boat-builder was apparently not completely satisfactory although he would not elaborate on the subject. They've all seen builders overcommit themselves, building too many boats at once and cutting corners, ultimately producing a non-quality product that ended up needing expensive warranty work. They had also seen the low-ball bids and the subsequent cost over-runs. Sooner or later, as the cycle inevitably goes, the builder gets behind in paying suppliers and employees, and uses the downpayment on the next boat to pay off the last one. Ultimately the business crashes.

Accordingly, the Esprit/Short approach to the *Sidewinder* project is very businesslike. Esprit is only building one boat at a time, and Short oversees the budget and production schedule. One gets the impression that if Harvard Business School offered a course in boatbuilding, this would be the case study in how to do it right.

Sidewinder was built out of carbon fiber and kevlar over a Nomex honeycomb core, all bonded by a special epoxy resin by S.P. Systems of Cowes, England. It's what's known as a "hybrid laminate" construction;



ESPRIT YACHTS

SHORT, SIDEWINDER, AND THE

light and stronger than hell. After the hull and deck were joined, Esprit went the extra mile to stiffen the boat even farther — they “cooked” their creation in a puptent-like affair. The ‘recipe’ called for a certain classified number of hours at a certain classified temperature, which they carefully monitored. This optional postcuring process hardens the resin even further, supposedly resulting in a 20 percent increase in stiffness. The process is a lot like baking a cake, albeit a very exotic and expensive one. Putting the trimming on, i.e., the deck hardware, was the best part. “It’s just a great feeling near the end to watch the creation come to life,” said Hutchinson, sounding like a proud father.

With the *Sidewinder* project under its belt, and work about to resume on Don Hughes’ boat, Esprit Racing Yachts has entered the custom boatbuilding bigtime, joining the ranks of Eric Goetz, Jim Betts, John Heineman’s Hi-Tech Yachts, Kiwi, and Mark Lindsay. Their long-range goal is to manufacture lightweight composite pieces for any vehicle, be it an IOR war machine or an airplane or a space shuttle. Palmer, in his understated low-key style, put it this way: “By not limiting ourselves to just boats, we’ll probably be around a lot longer — and maybe even make money someday!”

The Sparmaker

The towering four-spreader rig — five if you count the jumper struts — was built by Kenyon Sparcraft of Santa Ana. Unlike the designer and builder, the sparmaker is about as far from a small partnership in the start-up phase as you can get in the marine industry. Sparcraft is a division of International Marine Industries (“I.M.I.”), a conglomerate that owns or is affiliated with a dozen or more marine-oriented companies. These companies retain their autonomy, but benefit from economies of scale in marketing, accounting, and so on.

I.M.I.’s most recent joint venture is with Barient Winches, which they moved into the same building that Sparcraft occupies.

Last April, Sparcraft in turn gobbled up Hulse Spars of Alameda, turning that shop into a Sparcraft service and repair center. Thirty-one-year-old Dave Hulse was moved south to be Sparcraft’s U.S. and Pacific sales manager for all custom rigs. He’s now travelling a lot — Europe and Japan most recently — and doing research and design work rather than the actual hands-on fabrication of the rigs. Besides the *Sidewinder* mast, Hulse has recently sold rigs to *Cooter*, *Insatiable*, the entire Kiwi Admiral’s Cup team, and to the new Soverel 50 *Locura*, which is his ride for the upcoming SORC.

Hulse estimates he put 50 hours of research into coming up with *Sidewinder*’s space-age spar. He analyzed numerous combinations of mast sections and weights, numbers of spreaders, and a myriad of other variables before the meticulous designers were satisfied that this rig was the right one. What they settled on was a “7000 Series” extrusion from Germany, which is essentially a harder, more expensive type of aluminum than is available in the United States. Getting the thing here from Germany was a “nightmare”, as the gigantic tube sat in New York Customs for weeks. The boom is the max-depth, glued and riveted, lightweight type that is the fashion these days. To save weight aloft in the busy-looking discontinuous rig, Sparcraft used titanium instead of stainless steel in most of the fittings, as well as in the backstays, checkstays, and spreader tips. The entire rig weighs only 550 pounds.

Hulse admits this rig is pushing the outside of the envelope, but points out that the Europeans have successfully put rigs like this on boats almost as big (*Pinta*, *Camien*). According to Hulse, “the Europeans are ahead of us in sparbuilding.” They’re building new wave fractional rigs based on advances they’ve made in the One Ton class. In the United States, most of the big boats built in the last few years have been masthead 50 footers. Before that, there were some big fractionally rigged boats, such as *Zamazaan* and *Great*

Fun, but they had low tech telephone poles compared to this set-up. Not surprisingly, *Sidewinder*’s rig is done in metric sizing, using mainly European fittings.

As is also the trend in Europe, there are no hydraulics anywhere on the boat, as pumping fluid into a ram is a lot slower than using mechanical purchases. The boat is equipped with nine customized Barients, and hopefully a tireless crew. Duncan Kelso, of Barient, explained that *Sidewinder* will be the first boat to sail with their new 100 percent aluminum (except gears) ultra-light series, and that the custom high-tech alloy main shafts of these winches save three pounds each. “Hey, it all adds up,” Kelso noted. Keeping weight low is the next best thing to keeping it off the boat, which accounts for *Sidewinders* main halyard winch being below deck.

Sailing this boat in a breeze looks like it will be a physically demanding task, and Hulse figures that in those conditions tending to the rig will be a full-time job. Handling the running backstays will be all-important if the 68-foot mega-buck rig is to stay upright. “Glad that won’t be my job!” joked Hulse, who figures the rig can actually survive most screw-ups. “It had better survive, because there’s no spare, and we don’t just pop these things out overnight!”

The Crew



ESPRIT YACHTS

SEARCH FOR OFFSHORE RACING'S HOLY GRAIL

At the writing of this piece, *Sidewinder's* 12-man crew has the quality to make any IOR owner alive — and some dead — drool with envy. The first string was methodically put together by Short, who interviewed each — and many others — before making his selection. The crewmen — and their recent experience — is as follows:

Bow — Jerry Kirby — bowman on *Eagle*.

Mast — Tom Relyea — captain of this and the previous *Sidewinder*.

Pit — Jim Whitmore — grinder on *USA* and former captain of the maxi, *Boomerang*.

Trimmer — Hartwell Jordan — bowman on *Eagle*.

Trimmer — Hank Stuart — trimmer on *USA*.

Trimmer/Instruments/Back-up Navigator — Jim Marshall — Ockam Instruments rep to all 12-meter syndicates.

Grinder — Steve Erickson — main trimmer on *USA* and Olympic gold medal winner in Stars.

Main trimmer — Jim Pugh — co-designer.

Navigator — Phil Garland — partner in Hall Spars.

Runners — Randy Short — owner.

Tactician — John Bertrand — tactician on

In the water, ready for sea trials and shipping to the SORC, the new 'Sidewinder's' goal is winning the Admiral's Cup this August in England.

America II.

Helmsman — Paul Cayard — tactician on *USA*.

"People come to you when the project looks right," observes Short. With this list you can't help but think this isn't the kind of boat where you can walk down the dock and hitch a ride.

Short has an ambitious two-year program for the boat, consisting of the 1987 SORC, April's American YC series on Long Island Sound, the Brenton Reef Series in May, the Admiral's Cup in August, and the Big Boat Series in September. Then the whole series is repeated the following year with the goal of qualifying for the Sardinia Cup team.

Each crewmember is said to be committed to the schedule through at least the Admiral's Cup, and the understanding is that no conflicts with races or practices will be tolerated. "It's got to be a team effort to win at this level," contends Short.

Many of the crew assembled to sail the original *Sidewinder* in the Stone Cup on San Francisco Bay last May, and they annihilated the fleet with three bullets. But given rock star egos and politics involved in a campaign like this — not to mention America's Cup burnout — some wonder how long this all-star crew will remain intact.

For reasons best known to Short, project co-ordinator Pugh, and helmsman Cayard, the core group of the old *Sidewinder* is not

part of the varsity. Presumably some of the talented collection, which includes Taft, Jesberg, Duncan Kelso, Scott Easom, Skip Allan, Tom Ducharme, Jim Watters, Mike Lingsch, Kent Massey and others are still around to fill in as needed.

But Taft, who remains a close friend and sailing advisor to Short, is not sure the old group is waiting on the sidelines for a chance to hop on the new boat. "Randy is a very successful businessman, and he's approaching the new project in a very, very businesslike manner. He has set some ambitious goals, and achieving them is more important than having fun. I'd hate to be on that boat if they don't win."

It would seem that Short, with the new *Sidewinder* program, has upped the ante for IOR racing much as Dennis Conner radically escalated 12-meter racing from an art to a science back in 1981.

The State of Things

Until several months ago, Short still owned three *Sidewinders*, the original one and then two half-completed ones. Happily, the first two have now found "good homes". The former Clipper Cup class champion is now owned by Chatto Saenz of Acapulco, Mexico. Apparently the boat had a good start south of the border, winning a weekend affair in Ixtapa. As Saenz is regatta chairman for MEXORC, it's likely the boat will participate in that event.

The second *Sidewinder* was sold "as is" to Don Hughes of Santa Barbara, the current owner of *Quintessence*. Esprit figures splashdown on the as yet unnamed boat to be in March.

The only serious threat to the new *Sidewinder's* chances of nabbing the big boat slot for the Admiral's Cup team appears to be Fred Krehbiel's new Nelson/Marek 45, *Insatiable*, a boat that will sail in its hometown about as often as *Sidewinder* will see San Francisco.

The two boats are as different as apples and oranges, and thus each will have an advantage in certain conditions. *Insatiable* is a moderate displacement masthead development of *Infinity*, the East Coast boat that took class honors in the 1986 Big Boat Series. Built by Eric Goetz of Rhode Island and launched last October, last year she blitzed the fleet in the Manhasset Bay Fall Series on Long Island Sound. The afterguard will include designer Bruce Nelson and sailmaker Gary Weisman, both who are every bit as determined as the *Sidewinder* group to win the big English pickle dish.

— rob moore



THE \$25

It's a dark and foggy night on the Bay. The Berkeley Pier is out there somewhere, and we'd like to know where we are so we won't run into it.

"Chuck Berry at about 100 degrees," I yell into the cabin. "Must be KFRC," answers my

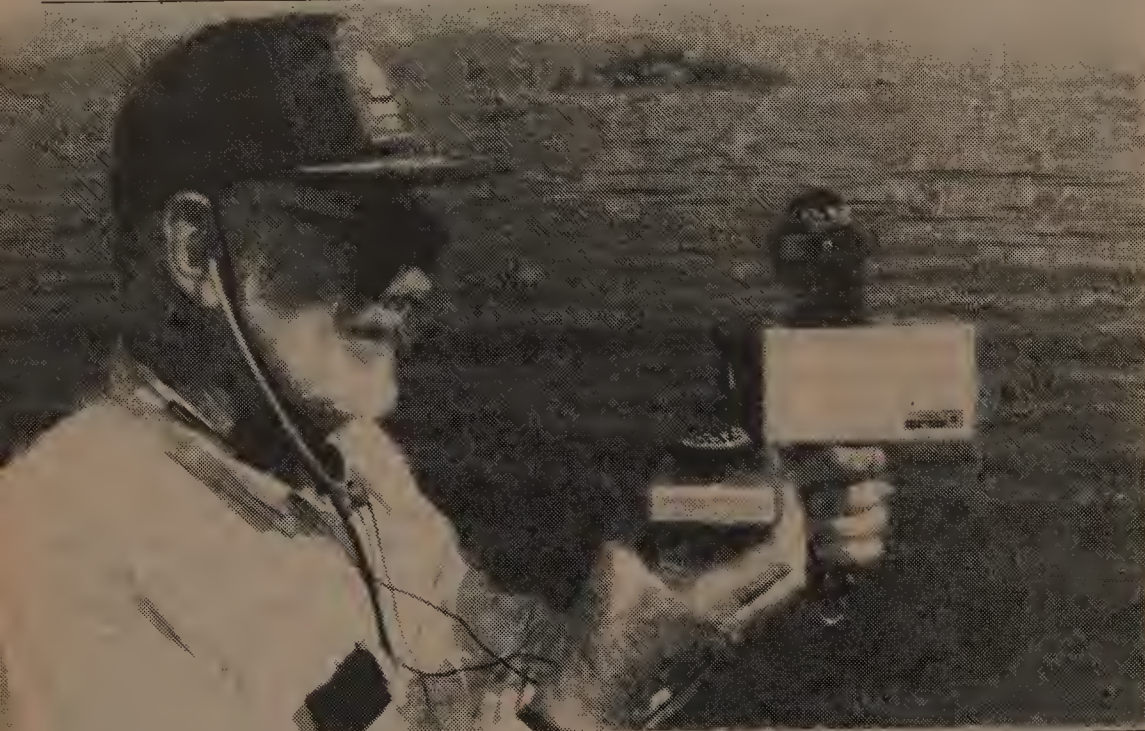
located us about a mile from where we actually were. That's not pinpoint accuracy, obviously, but it might be close enough to

to have a hard-edged top-40s format and now seems to play the B side of hits from the 50s.

The \$25 RDF was invented by Irving Fatt, a retired U.C. Berkeley professor who has turned his tinkering mind to nautical projects. He has also invented an \$80 refrigerator that will freeze your beer solid if you don't watch out. More about that in a later issue.

Dr. Fatt points out that three 24-hour AM stations have antenna towers along the Bayshore in the North Bay — KFRC, KABL and KNEW — and there's one in the South Bay — KSFO. They're marked on the chart. His system uses KSFO and KFRC. The accompanying illustration shows lines of position radiating every 5 degrees from the KSFO and KFRC towers. You could draw up your own version on an old Bay Entrance chart and Xerox off a bunch of copies to keep on your boat. You could do the same thing using stations in other places, like the South Bay.

If you decide to try this, make sure you use a radio with earphones instead of a built-in speaker, because the magnet in the speaker will drive the compass crazy. Cheaper radios with lousy antennas work better because they're more "directional", making it easier to find the "null" point, or



LATITUDE 38/BILL

shivering but so-far plucky sidekick who's marking our position on a Xeroxed chart. "Some guy singing about Brazil at about 175," I report, after changing the station.

"We're still a little north," she says through teeth that are beginning to chatter. "Bear south for about 10 more minutes and turn in. We should spot the Holiday Inn lights pretty soon."

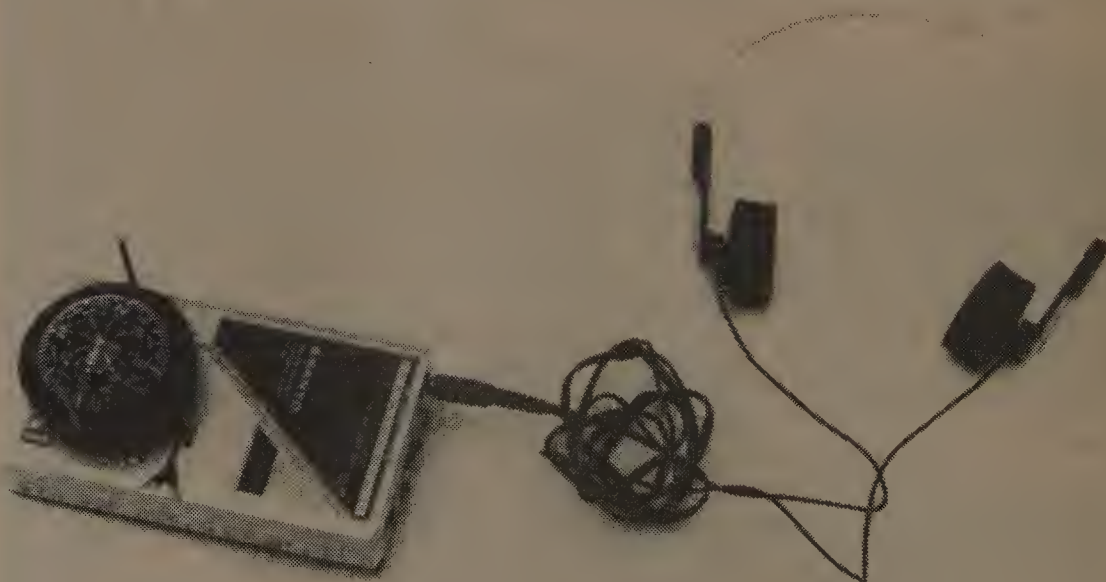
I pull the tinny-sounding earphone out of my ear, let the mainsheet out a little and steer a southerly course by the dimly-lit cockpit compass. Soon I spot the red flashing light at the end of the pier. My Emeryville slip and a steaming plate of Carlos Murphy's nachos lay dead ahead. Saved again by my low-budget RDF — a cheap imitation Walkman AM pocket radio with one of those dashboard compasses from Grand Auto glued onto it.

Here's how it works: The radio's antenna is directional. It looks like a stick with wire wrapped around it and it's called a ferrite loopstick. You turn the radio around until the sound gets the weakest. At that point the end of the stick is pointed toward the station's antenna tower on shore, and the compass will give you a "line of position". Several stations have antenna towers around the Bay. Tune in another station for a second line of position, and where the lines cross is where you are. Or close to it.

On a test in the Bay the cheapo RDF

Irving Fatt compares readings from his \$25 model to a more-expensive commercial model.

keep you out of trouble. Crude but effective. Not bad for an investment of \$25 — \$15 for the radio and \$10 for the compass. It worked about as good as the \$400 hand-



held RDF we used for comparison. If you have a depth sounder you could improve the accuracy of your fixes.

The only drawback is that you might have to hear an old song by Bobby Vinton while you take a fix on KFRC, a station that used

There isn't much to it. Just a compass glued to a radio. But it works.

the position where the end of the antenna stick is pointing right at the station's tower and the reception is the weakest.

RADIO DIRECTION FINDER

You'll have to fiddle around with the radio to find which way the antenna points before you epoxy the compass to it because you'll

'Chuck Berry at about 100 degrees.'

'Must be KFRC.'

KFRC magnetic reading 95. Add 16 degrees for about 110. KSFO magnetic reading 160. Add 16 degrees for about 175.

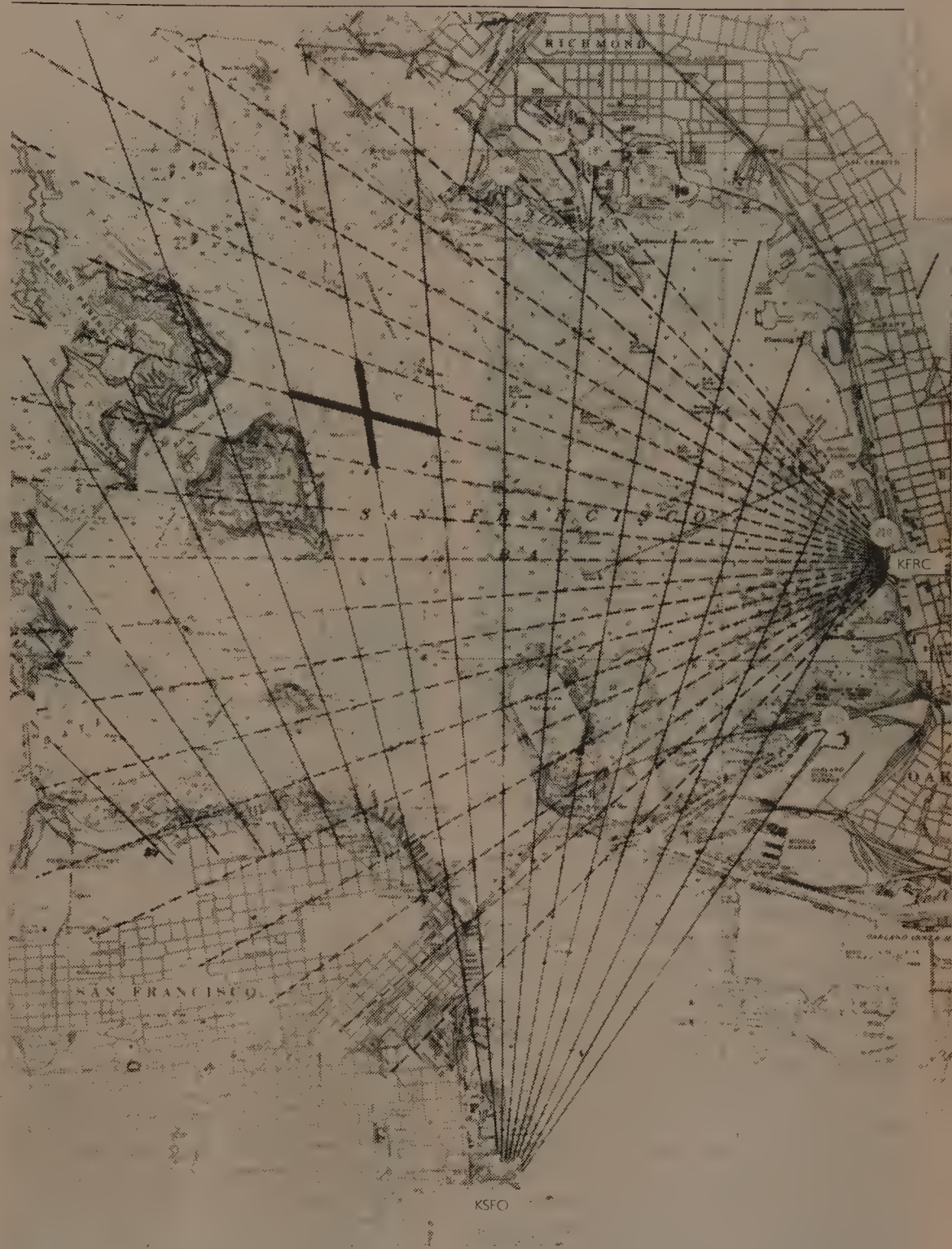
want the red line on the compass bubble to line up with the radio's antenna. You could sail near one of the antennas and point the radio at it.

There's a problem with all radio direction finders called '180-degree ambiguity'. You can get a null reading from either end of the radio's antenna, so there's a possibility of a 180-degree mistake. But we assume you will know whether you're in the North Bay or the South Bay, and if you come up with a position in downtown Walnut Creek you'll suspect something is very wrong.

Another problem is the battery in the radio. Take the battery out without moving the radio and see if the compass reading changes. If it does, adjust the little compensator screws on the compass.

KSFO's signal tends to get bent around as it passes through San Francisco (it must be the electric buses or something) so you'll have to experiment to get an accurate reading between Alcatraz and the Golden Gate Bridge.

Let's work out a sample fix. It was clear when you left the dock, but then Mr. Fog moved in. You're not really lost, but you can't see exactly where you are, either. You've got your handy chart copies made up with lines radiating out from the KSFO



and KFRC towers every 5 degrees, and you've got the no-frills RDF in hand. Tune to KFRC, 610 AM ("Magic Sixty-One," the former "Big Six-Ten") and hope they're not playing another Johnny Mathis snoozer. (Radio hasn't been the same since KFAT died.)

You turn the radio around until the reception is weakest, and the compass reads 95 degrees. You add 16 degrees for magnetic variation (the difference between true north and magnetic north in this part of the world) and get a corrected bearing of about 110 degrees. You mark it on the chart so you won't forget. Then tune in KSFO, just down

the dial at 560 AM, and turn the radio around again to get the null. It sometimes makes it easier to find the null if you tune a little off the frequency.

Let's say you come up with 160 degrees. You add the 15 degrees and note 175 degrees on the chart. The two lines cross pretty near the bell buoy northwest of Angel Island, so if you head southeast for a while you'll pick up the lights on Treasure Island and you should clear the Berkeley Pier with no problem.

From there it's a short hop to nachos and beer.

— latitude 38 — bp

PINEAPPLE POWER:

What is the strangest location you've seen the red and yellow "Powered by Pineapples" logo? They're almost standard issue on vintage Volkswagens, and more than one has appeared on the stern of a sailing vessel. I once encountered one in



The familiar Pineapple symbol was born in a pizza.

the head next to the TransPac race headquarters at the Ala Wai Yacht Harbor in Honolulu. A participating crewmember, who had just spent ten days racing 2,000 miles across the Pacific and too many hours drinking mai tais to celebrate, was slumped down on the commode, dead to the world. Behind him was the ubiquitous bumper sticker for one of the Bay Area's oldest independent lofts, affixed to the seat. In this case, the dude was perhaps "depowered" by pineapples — juice, that is.

But what does it mean, Powered by Pineapples? What kind of a sailmaker would choose a prickly fruit for its logo? And why a pineapple and not some sleek bird of prey or some world famous sailing personage?

The Pineapple story dates back to 1972 when two young Bay Area men were both laid off their jobs. Jake van Heeckeren had been an outstanding sailor at Stanford and had been working in the optics field at Ampex. Kame Richards was a volleyball jock at UC Berkeley who had been analyzing data from American space satellites. They met through their mutual friend Bruce Wright, a top Flying Dutchman sailor at the time. Kame knew Bruce in high school and Jake sailed with and against him at Stanford.

"Jake and I shared common interests,

such as racing bicycles and snow skiing," recalls Kame (pronounced cam-me). "We also had an extreme distaste for the idea of working for an employer again. So we started hunting around for a business venture. For a while we thought of manufacturing mountain gear — like North Face and Sierra Designs were doing at the time. We had little capital, though, so we decided to make sails. We each started with a \$1,500 check and a sewing machine. Both of those machines are still in use."

One of the most appealing aspects of the sailmaking business, according to Kame, who bought out Jake's share of the business last year, was that they would be dealing with customers who were out to get "the neatest toys they could buy." Dollars spent on sails, unlike those used for a new washer or dryer, represent high quality play money. "People are in a good frame of mind when they come to see us," says Kame. "That's still a very attractive part of the business."

The Richards and van Heeckeren sailmaking company held their first business meeting at the Round Table Pizza in Menlo Park. Being scientists, they figured there must be a logical approach to determining what their company logo would look like. They collected all the sailing magazines of the day and cut out the logos from sailmakers around the country. Spreading the pieces of paper out on the table, they theorized that in order to be unique, their logo couldn't resemble any of the others. After a while, though, they realized that all the standard geometric shapes — like circles, triangles, squares and ovals — had been appropriated. Two hours later they knew they were in a bind. The evening's meal had been a pineapple and ham pizza, and someone jokingly suggested they use the former for the logo. "Jake drew up the design and we just called it Pineapple Sails," recalls Kame. "No one believes that story, but it turned out to be



tiller and spent much of his youth playing in the bilge of an El Toro or a Cal 20. He estimates that he may have been asked to crew in races off his hometown of San Diego a total of 15 times through the end of high school. And he wasn't buddy-buddy with Dennis Conner and the other juniors at the

"No one believes that story, but it turned out to be a good choice."

a good choice."

The casual observer might have an equally hard time visualizing Kame as a typical American sailmaker. He's certainly not a fair-haired boy who was teetted on a

San Diego YC.

Named after Hawaii's famous King Kamehameha, who ruled the islands from 1810 to 1819, Kame represents a lineage that includes Hawaiian, Cherokee and Scottish blood, among others. "A lot of sailors from all over the world stopped in Hawaii,"



quate job, found themselves out on the street through no fault of their own. But outer space's loss was, sailmaking's gain, and Pineapple Sails lifted off from the launch pad.

"We had a lot of self-confidence," recalls Kame of those early days. "We approached the business lightheartedly, but fully expecting it to fly. As a result, we bought good equipment, stuff that would last." They also realized that one of the most effective sales techniques they could employ was to talk to the consumer in a way that they understood. "It's real dangerous to talk so high tech that they can't understand you. We avoided that from the start."

The loft received a big boost in 1973 and again in 1975 when their sails won the TransPac on *Chutzpah*, the Bill Lee 35 that Jake navigated to corrected time victories. Even though there was no dramatic jump in sales the following years, the sailing public knew that Pineapples were good for more than eating.

For Kame, learning the business meant learning more about sailing, and he soon starting spending a lot of time on the water. He found the sport "wonderfully difficult". Being a sailmaker, he had no trouble getting rides, and he frequently crewed on such boats as the Coronado 25, Cal 20 and Catalina 27's. There were also some forays into Midget Ocean Racing Association (MORA) onboard the 24-foot custom sloop *Loose*, the Wylie Half Ton *Animal Farm* and several Yankee 30's, including *Rocinante* and *Hurrah*.

Perhaps Kame's most consistent ride has been on the Express 27 *Frog In French*, which he shares with his high school friend Bruce Wright. The latter is now practicing law in Colorado Springs. When the water is liquid in the Centennial State, Bruce sails the yacht. When the agua turns solid, Kame drives up, spends a day or two skiing and tows the boat down to the Bay Area. He's

he says with a smile. The results are blue-green eyes, black hair and a bushy walrus moustache. His youthful sports passions included cross country running and track, as well as the beach pastimes available in San Diego, especially surfing and volleyball.

Kame's dream was to be a submarine geologist when he came north in 1966 to go to college. During his two years at junior college in San Mateo, however, he discovered a serious weakness when it came to identifying rocks and minerals. "My teacher would toss me a rock and tell me I had to ID it by the time it reached my hands," he says. "I asked him if there was another alternative, and he explained that geophysics might be a better course of study. I never did figure out which rocks he was throwing at me!"

After transferring to UC Berkeley for his final two years, Kame majored in geophysics. His volleyball, though, landed

him his first job. "I was playing doubles with this older guy," he recalls. "After a couple of hours he asked me if I wanted a job at the space sciences lab. The first thing I noticed when I walked in the door was that every desk had a volleyball and tennis shoes underneath!" For the next two years, Kame

"My teacher would throw me a rock
... I had to ID it by
the time it reached my hands."

was gainfully employed programming computers and analyzing data from American satellites.

The end of the Apollo space program in 1972, however, resulted in a 60 percent cut in NASA's budget. Kame, along with thousands of others who were doing an ade-

campaigned regularly in the Metropolitan YC Midwinters, winning fleet honors twice in the past four years.

Sometimes Bruce and Kame sail together, as they did for the 1985 MORA Long Distance race to San Diego. Also onboard was Kim Desenberg, another Stanford grad

PINEAPPLE POWER:



KAME RICHARDS

with whom Kame has built a friendship. Kim and Bruce had won the race before, and with Kame's added aggressiveness, they were able to repeat the victory.

Kim recalls that the worst time was the morning after the start. Around 5 a.m. it was blowing 35 knots and more off Point Sur. He and Bruce had, after taking a knockdown, decided to drop the chute and wing out the jib. They were still going plenty fast at sunrise when Kame came on deck and saw the 30-foot *Bloom County* approaching from the stern with her spinnaker flying. "Kame made us put the chute back up," says Kim. "He didn't want to give anything away and we were a little embarrassed about being so gun shy."

Even though he sails almost every

Kame Richards tried cruising on "Wild Goose", but he couldn't resist putting up all the sails at once.

everyone onboard is giving 100 percent.

He's also "tried" cruising, but giving 100 percent in that situation got him into a little hot water. Last October, Jim and Sue Cor-enman invited him to sail down to Half Moon Bay on their Nordic 40, *Wild Goose*. In the light easterly they put up the 3/4-ounce spinnaker. Kame thought that was fun, but what would happen if they put up the 1.5 ounce at the same time? That was even more fun. Gee, now what about the 1.5 ounce reacher set between the two of them? Yeah, that works pretty good, too. Say, let's take the main down and see how they fly then? It was at that point that someone pointed out that maybe Kame was trying too hard. "I haven't gone cruising since," he says with a laugh.

Kame's inquisitive mind has led him down many other paths as well. Pineapple has delved into numerous development projects, such as sails for the 13-foot Flying

"Even not winning is okay as long as I give it everything I can."

weekend and three or four days a week in the spring and summer, Kame says he still enjoys it. "I love trying hard," he says. "Even not winning is okay, as long as I give it everything I can." About the only time he loses his cool is when he's racing and not



KAME RICHARDS

Junior and the 24-foot Wylie Wabbit. Kame also did a lot of R&D with local windsurfer Steve Sylvester in the early 1980's.

"If there is anything I've learned from making sails for small boats," says Kame, "it's that nothing is very permanent. If the top sailor likes a bendy mast, everything will be built around it. If the next top guy who comes along likes stiff masts, everything will be built around that. The human element in sailboat racing is very important. My job is to scope out what the driver wants and make the sail suit the sailor, not vice versa."

As a generalization, Kame says that drivers fall into categories of pinchers and footers. The placement and amount of draft in the sail, elements that can be varied even in fairly strict one design classes, are built in to suit each sailor's preference. A pincher, for example, would need a flatter sail to stay high into the wind. "We also might try and educate him or her in the value of footing off when it's appropriate," adds Kame. Putting that kind of attention into each of the 500



Kame starts the 1985 MORA Long Distance race to San Diego on "Frog in French", below, and celebrates victory, second from right, above.



sails that Pineapple builds yearly means a lot of work, and each becomes, truly, a custom sail.

One of the biggest changes in sailmaking since Pineapple's inception has been corporate takeovers of independent lofts. Kame's operation has bucked that trend. "We sell most of our sails locally," he says, "so I can't see the benefit of national advertising. We build great sails for windy San Francisco Bay, but there could be real problems if we had to use patterns sent to us from corporate headquarters in San Diego or Italy or some other part of the world."

It's still hard for Kame to comprehend that he now owns one of the oldest sailmaking businesses in the Bay Area. Most sailors, he says with some awe, weren't even sailing when he and Jake sewed their first seams fifteen years ago. Gone is the defensive posture that they're going to make all the sails in the world. "We'll make our share," says Kame. There's also the need to convert from a hobby shop mentality to a more business-like mode, including more management planning, selective advertising and marketing and direct mail campaigns using computer technology.

Kame would also like to upgrade the location of the "Powered by Pineapples" stickers. Like on a few more Mercedes Benz bumpers. Or, hey, I know this guy who has access to an executive washroom in the financial district . . .

— shimon van collie

SHOPPING SCHOLAR

Everything was ready. The indexed shopping list was in my notebook, filed next to the ship's papers. I had my credit card. Nearby my empty egg cartons, *cerveza* bottles, and nylon shopping bags were all waiting to be filled.



Portrait of a Shopping Scholar in La Paz.

Looking down into the inflatable I started a mental check-list: propane tank, water jugs, fuel containers, three weeks of laundry.

If photographed, the view through the camera would be a cruiser's picture of organized perfection. The caption would read: Portrait of a shopping scholar in La Paz.

After two years cruising the Sea of Cortez and mainland Mexico, I've earned my degree the hard way; wearing out my tennis shoes while getting hopelessly lost. The result of all this walking and shopping is this map and article.

Keep it handy. It makes no difference if you're provisioning for the trip to the Marquesas or just want a few items before heading out to Baja-Ha Race Week; it can save you valuable sailing/fun time. For those of you already cruising Mexico who have found yourself wandering about aimlessly looking for peanut butter or bronze gate valves, not to worry: it is all here in La Paz.

Also if you need a mechanic to look at your boat's refrigeration or a technician to repair your VHF's buzz, you can have it done here for about one-third to one-half of what it would cost in the States.

La Paz is by far the best port-city in Baja and mainland Mexico for daily shopping, long-term provisioning and boat maintenance or repair.

First you will want to check in. It's a long walk so start out early, to the Port Captain

first then Immigration. Both are on the map and open Monday-Friday, 9:00 a.m. to 3:00 p.m. There is no closing for *siesta*. Bring four copies of your crew list to check in and six to check out.

Need money? The two banks shown in the Downtown Directory will exchange MasterCard, Traveler's Checks, or United States



Downtown Directory

1. Hardware
2. La Purisima Hardware
3. Bakery
4. Farmers Market (Tortilleria)
5. Tortilleria
6. Pacifico Cerveceria
7. Pharmacy
8. Cinema
9. Pep Boys

dollars to pesos from about 10:00 a.m. to 1:00 p.m. After bank hours, try La Perla department store or any of the hotels. The exchange rate will vary a few cents, but they are open during *siesta* and into the evening. If you want pesos on your American Express or VISA card, Bancomer on 16 de Septiembre at Esquerro is the place. When exchanging

ing "plastic" to pesos there is a \$100 minimum.

Moving on to important matters; booze. If you're looking for the best buy on beer, try the Pacifico/Corona Deposito in the downtown area. They sell by the case, give a refund on bottles returned, and are big supporters of Baja-Ha Race Week. Just want a

six-pack or a fifth with the minimum effort? The closest water access store is Polanco Market. Beach your dinghy in front of the monument and the walk is just a half a block.

To replenish food stores, you'll find several markets indicated on the map. The widest selection of fresh produce — and the most fun — can be found at either of the two Farmer's Markets shown. Here are stalls for meat, produce, seafood and dairy products. At the produce stalls just pickup a plastic bowl and fill it with your choices. When you're finished the vendor will weigh it and total it up. All food is sold by the kilo (2.2 lbs.), even eggs. I usually order "medio kilo" (1/2 kilo) of meat or cheese when feeding two persons.

You'll find hot dogs, chicken, beef, pork, chorizo and cheeses. Using a big smile and gestures you will be able to get reasonable facsimiles of the foods you enjoy at home. All will have a different taste because they do not age their meat. When buying meat in the Farmer's Market, be prepared to see the butcher chop off the chicken's head and feet



Directory

21. Ferry Office
22. Port Captain
23. Military Hospital
24. Aramburo's Market
25. Post Office/Telegrams
26. Gas Station
27. Casa Cota Hardware
28. Lumberyard
29. Stationery Store
30. Laundry
31. CCC ("Gemco")
32. Laundry
33. Out-of-town Bus
34. Ice House/Fresh Fish
35. Farmers Market
36. Hotel Los Arcos
37. Tractolina
38. Pati's Palapa
39. Marina de La Paz
40. Arjona Marine Supply
41. Auto Supply
42. Abaroa Marine Supply
43. Jose Abaroa Shipyard
44. Polanco Grocery Store
45. Bakery
46. Vehicle Registration (Temp. Import Permit)
47. Auto Supply
48. Gas Station
49. Pharmacy
50. Conasupo Grocery Store
51. CCC Colima
52. Propane Plant
53. La Paz Trailer Park
54. Hotel La Posada
55. NAO Yachts
56. Hotel Gran Baja
57. Andres Abaroa Boatyard

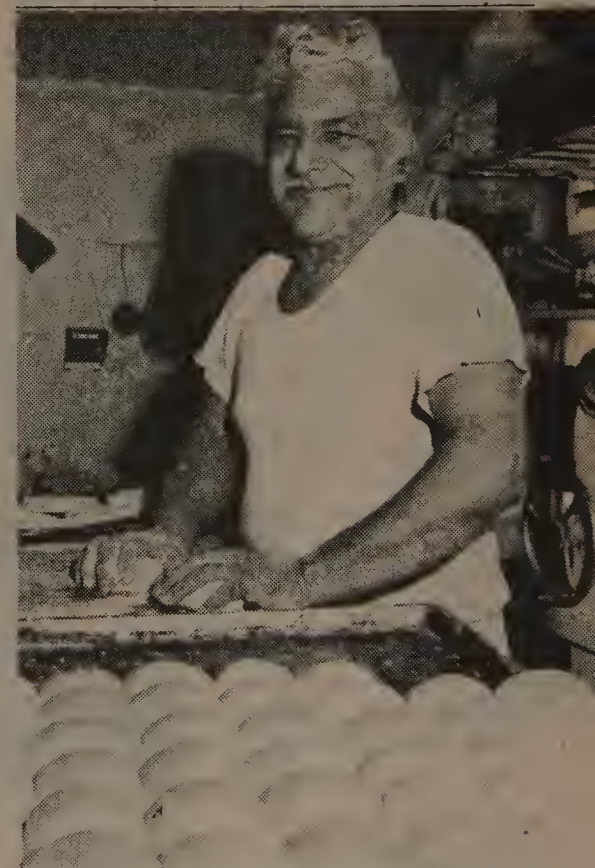
10. Liquor Store
11. Bus to Pichilique
12. Banamex Bank
13. La Perla Dept. Store
14. Bing Ice Cream
15. Tourist Office
16. Hotel Perla
17. Aerocalifornia
18. Immigration/Customs
19. Serfin Bank
20. Mexicana Airlines

Anchorage



Dingy Beach

Cruiser's Guide to La Paz

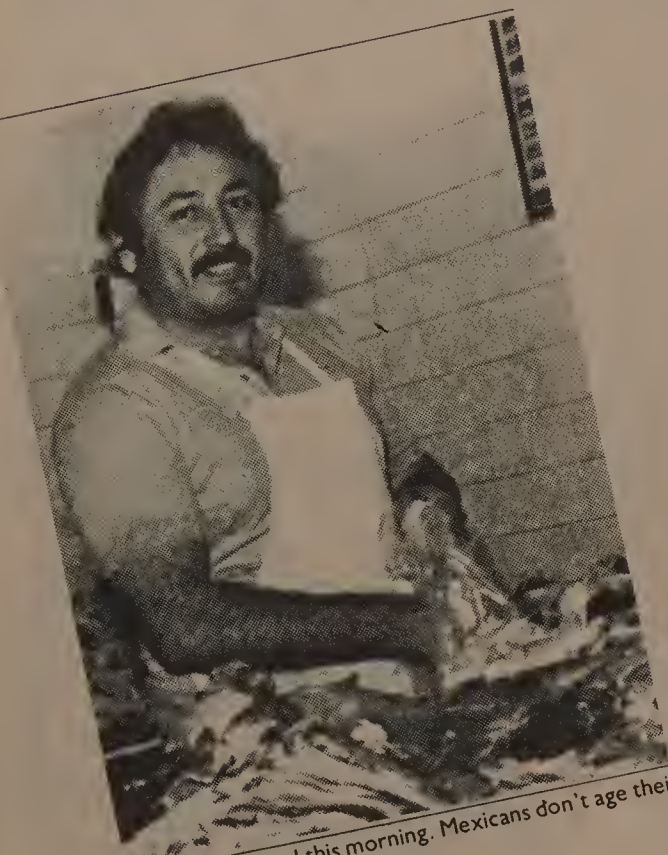


French-style rolls, 'bolillos' cost about 50 cents a dozen. Eat them while they're hot — no preservatives.

while you watch. It's a bit disconcerting to some. If so, buy your meat at one of the grocery stores. All of those shown have American-style meat counters.

When buying canned or bottled

SHOPPING SCHOLAR



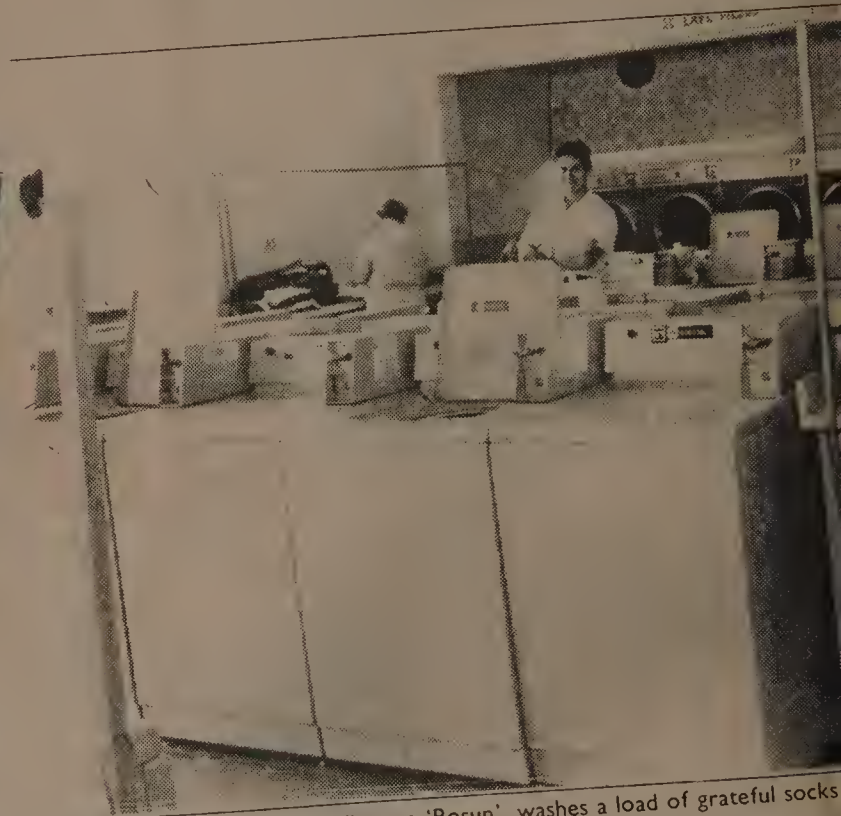
This cow moo-ed this morning. Mexicans don't age their meat.



Bank lines are often long. Best time for exchanging is when they first open at 10 a.m.



Dr. Haydee Contreras, cardiologist with 'Nomad'. Cost of visit? About \$5.



Laundramat. Singlehander Jim, on 'Bosun', washes a load of grateful socks

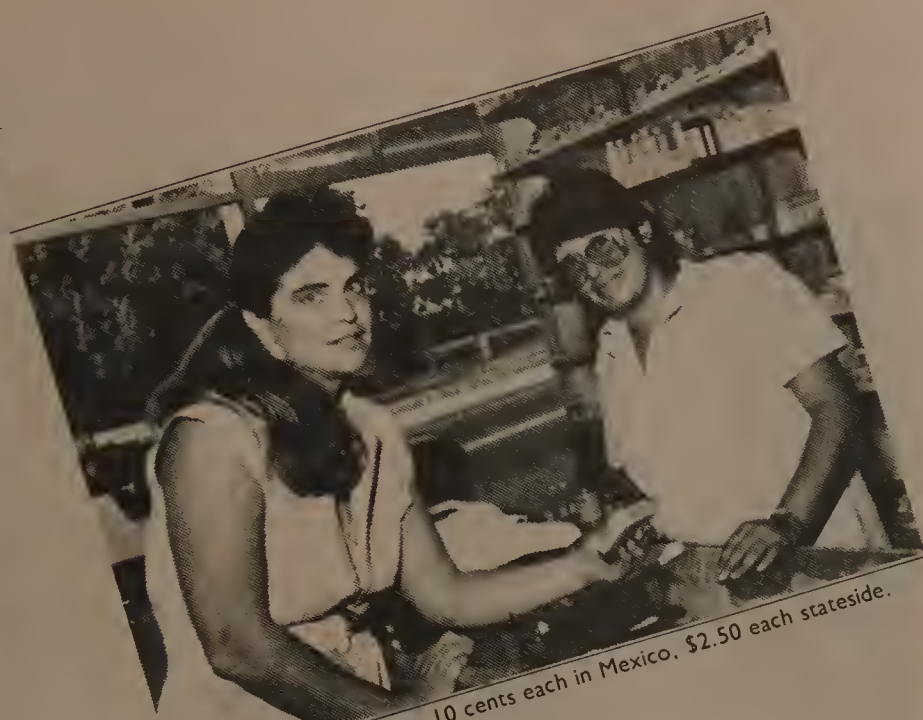
goods, it's thrifty to shop at the Conasupo. These are stores you will find all over Mexico. They are run by the government and subsidized. If you don't find all you need, move on to CCC (pronounced say-say-say). These are the "Gemcos" of La Paz. There are two stores. The Bravo location has the largest selection of American brands, but it is almost a two-mile walk. Most of us cruisers walk up and taxi back.

By the way, taxis are everywhere and very affordable. You should be able to get a ride anywhere in town for 80 cents to \$1.50. Be sure to ask how much before getting in. If you find yourself lost, in trouble or with a complaint, go to the Tourist Office. Want a treat? Go directly to Bing Ice Cream in the downtown area.

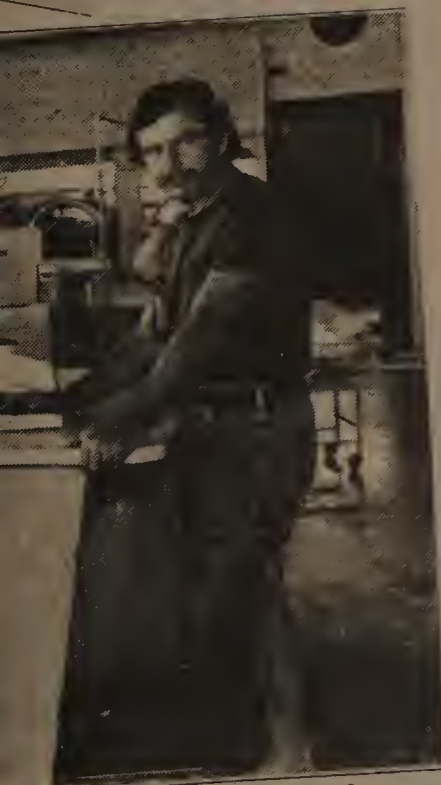
Fresh baked bread is a delicious steal in La Paz. The two bakeries shown bake French-

style rolls (*bolillos*) daily. You'll find them in the mornings before noon and in the afternoons around six. Wheat bread (*pan integral*) is sold in large loaves. You'll also find a wide selection of cookies and sweet rolls.

Flour tortillas are packaged and in all the grocery stores. Fresh corn tortillas hot from the oven — so good! — can be bought at the two indicated tortillerias from about 10:00 a.m. to *siesta*. Be forewarned: *siesta* times



Farmacia. These pills are 10 cents each in Mexico, \$2.50 each stateside.



Wash about 40 cents a load, dry 13 cents.



"Fotomecanico" fixed my troubled lens for \$4.

tor is the easiest and most economical way to get block ice. There is an ice house on Bravo, but it requires a taxi ride back. So having Hector deliver it is cheaper in the long run.

Marina de La Paz offers a drop-off

La Paz is — by far the best port city in Mexico for daily shopping and long-term provisioning.

24-hour laundry service. There you will also find cold beer, ice, telephone, soft drinks, a chandlery and the best shower in town.

Looking for dockside diesel or water? Marina de La Paz or NAO Yachts will accommodate you. Both monitor VHF 16. If you need gas or want to jerry jug your own fuel, it's easiest to get it at the two Pemex stations shown.

Jerry jug water can be taken on at the north end of the NAO Yachts pier or along the *malecon* (street facing the waterfront) at Pati's Palapa or the dinghy beach in front of Los Arco Hotel.

Have you thought about having your settee cushions recovered, some custom wood-working done, or your engine rebuilt? You can have it all done here in La Paz for a fraction of what you would expect to pay in the States. The newly published *La Paz Boaters' Guide to Goods and Services* lists all these services and more. It can be purchased at the Marina de La Paz.

There are three reliable boatyards in town. If you plan a haul-out, supply your own bottom paint. Ask for an estimate and shop around; you'll find the prices vary.

Well *amigos*, your shopping is sure to be an adventure and at times frustrating. Be prepared for less organization, friendly slow-moving clerks and street signs mischievously turned. I hope my map relieves you of anxiety and wasted time tracking down vendors.

As for me, I've fallen in love with La Paz. After shopping and hauling my way through every port from Manzanillo to San Felipe during a two-year cruise with my husband aboard *Los Dos*, I can truly say it's the best port to shop and haul.

— janet calvert

vary between 12:30 to 3:30 p.m. Many stores close. However, the large grocery stores, department stores and laundromats shown stay open.

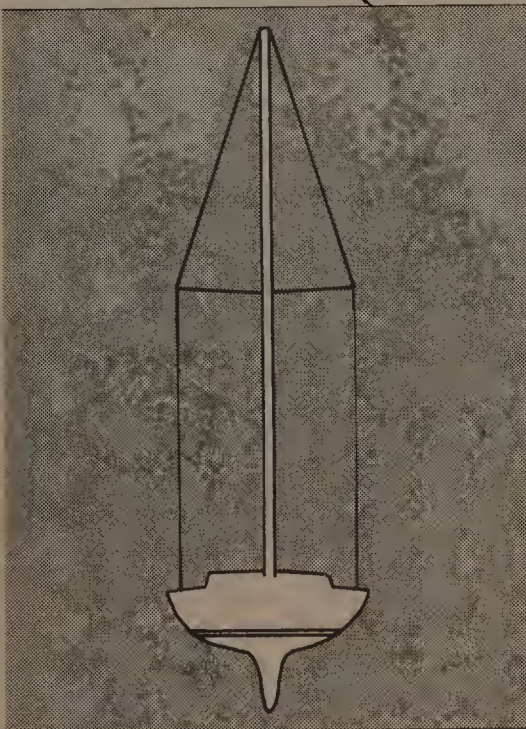
As a matter of fact, while all the locals are snoozing is the best time to do your laundry. The locations shown have large machines, so you can do sleeping bags and boat covers. If you would rather leave it, both establishments will do it at a reasonable fee

— the same day if brought before noon. If you don't care about cost, just convenience, have Hector do it.

Hector is a to-the-boat delivery service. He picks up and delivers propane tanks, laundry, scuba tanks, diesel and gas, beer, soft drinks and ice. He can be reached by calling Hector or *Dulcinea* on VHF 09 from 7:30 to 8:00 a.m. After that hail on VHF 22. For those of you without refrigeration, Hec-

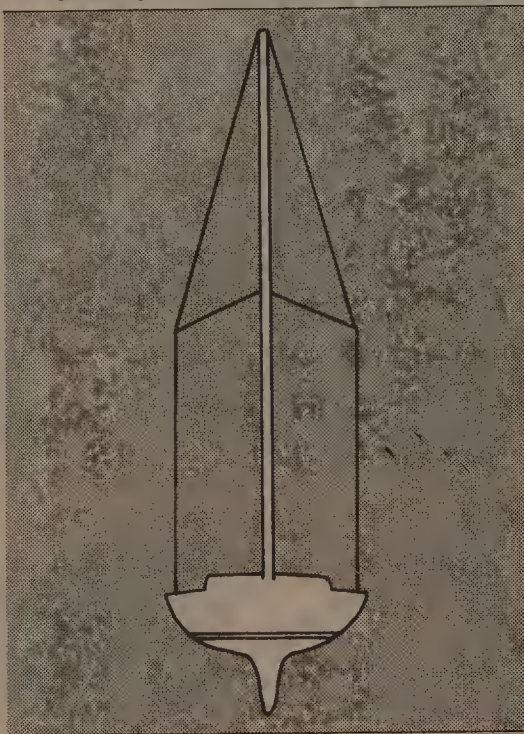
IDIOT'S GUIDE

When I first started sailing, I remember coming upon a very strange sight in the marina: a man in what seemed to be a religious stance on the foredeck of a small sailboat. He was facing aft from just forward of the mast, in the crucifix position: head



Spreader angle okay.

average sailor, armed with little more than a screwdriver, a crescent wrench, and at least one good eye, can adequately tune the vast



Spreader angle — oh shit!

bowed, forehead against the mast, eyes closed, and each outstretched hand gripping a shroud.

I couldn't imagine what was going on — other than to think that I was possibly getting the inside track on how this sailing business really worked — until he raised his head, saw me staring, and smiled. "That's about as close as I can get it," he proclaimed. "The *Leaking Lena* is tuned."

That mystical image has stayed with me whenever I think of tuning a rig. But professional riggers will be the first to tell you that there is nothing "other worldly" about it. In fact, tuning the average rig involves little more than a basic idea of what you're trying to accomplish, a few simple tools and an afternoon.

Moreover, it is one of the most useful skills you can add to your sailing repertoire. Besides making the boat perform better and keeping the mast from crumpling into the sea, tuning can cure a variety of boat ailments. Does your boat sail faster on one tack than another? Does it have excessive weather or lee helm? Has your mast "inverted" (bowed aft) for no apparent reason? If so, your rig is probably due for a tune up.

Although tuning a state-of-the-art grand prix racer requires considerable skill, that isn't the case with the majority of boats. The

majority of boats on the Bay.

When you give it a try, Patrick Adams of Bay Riggers in Sausalito recommends that you start slowly. "Get a general feel for the boat and the mast before you even get onboard. As you walk down the dock, compare your mast with those on other boats. If yours looks radically different than all the others, you probably have a problem." Common problems include things like excessive rake fore or aft, slack stays, and drooping spreaders.

If everything looks fine from a distance, it's time for a closer inspection. Begin by sighting up the mast — right up the spinnaker pole track — to see if it's leaning one way or another. Also check the mast step. If there's a gap at either end or if the base of the mast is not sitting flat on the step, proper tuning becomes virtually impossible.

(Rich Weirick of Richmond Yacht Service learned that one the hard way. He once spent days trying to tune a boat with just such a flawed mast step. The mast looked great at the dock, but when sailing it would invert. "I called everybody I could think of for advice, and nobody could come up with an answer," he remembers. "I finally discovered that the mast step was a kind of

male-female ball joint, and when the boat moved, the mast rotated. It wasn't a lot, but it was enough to throw everything off.")

Okay. Your mast is straight. The step is flat. You've done the basics. Now, if you were Patrick Adams tuning a boat, you'd loosen all the rigging. "I let off shrouds, stays, everything," he says, "so the mast is standing without tension."

Then it's time to go to work. Everything you'll be doing from here on is aimed at one goal, to keep the mast straight up or "in column". If you're a serious racer, you'll want to be able to arc the mast forward to flatten the main in heavier winds, but for most boats and folks straight up is just fine. What you don't ever want is the mast 'inverting' arcing aft. The reason is simple; that's what a mast looks like just before it falls down around your ears.

Keeping the mast straight is simple enough, so let's see how it's done.

"I start with tightening the headstay and backstay," says Adams. "I want the headstay very tight." The usual procedure is to snug



TO TUNING A RIG

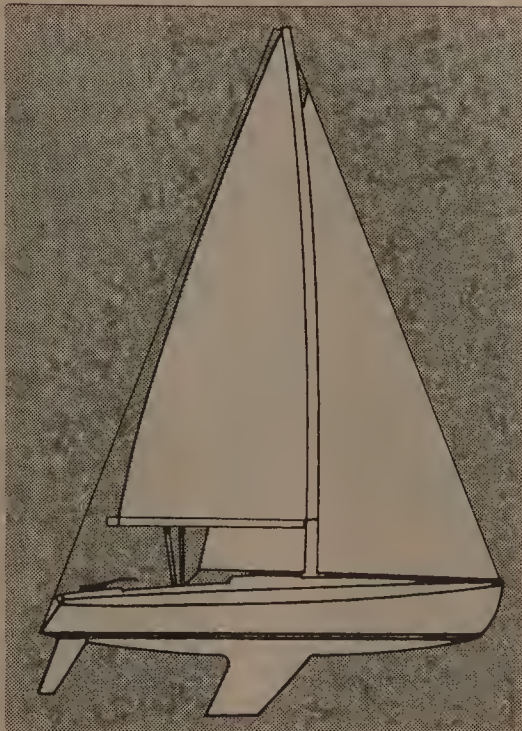
both headstay and backstay down evenly so that the masthead stays in position.

According to Joel Hulse of Kenyon-Sparcraft in Alameda, weather and lee helm are functions of fore and aft stay tension. Therefore, if you've been having excessive weather helm, you might want to try adjusting the masthead so it's an inch or two forward of its non-tensioned position. Similarly, if you want more weather helm, adjust it slightly aft.

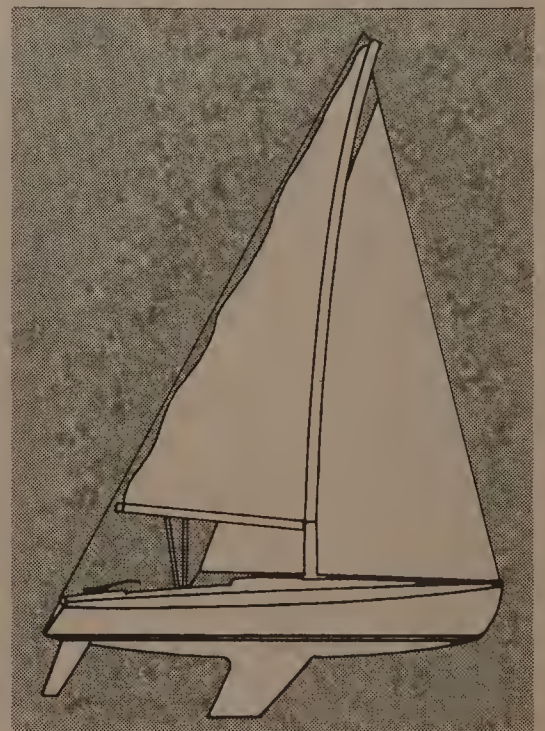
Once the mast is straight up and down (or bowed slightly forward) you move on to the lateral — or sideways — tension.

The best way to do this is to send the end of a 100-ft measuring tape up the main halyard. If you don't have such a long tape, use the main halyard itself. Now measure the distance from the masthead to the same spot on both sides of the boat — a chainplate, for example. The actual linear measurement isn't important. What does matter is that the distance on both sides is the same, indicating that the masthead is right where you want it, in the center of the boat. If the masthead is

not centered, you know why your boat always sails better on one tack than the other.



Mast angle: A slight forward bend is fine . . .



. . . you never want the mast to arc this way.

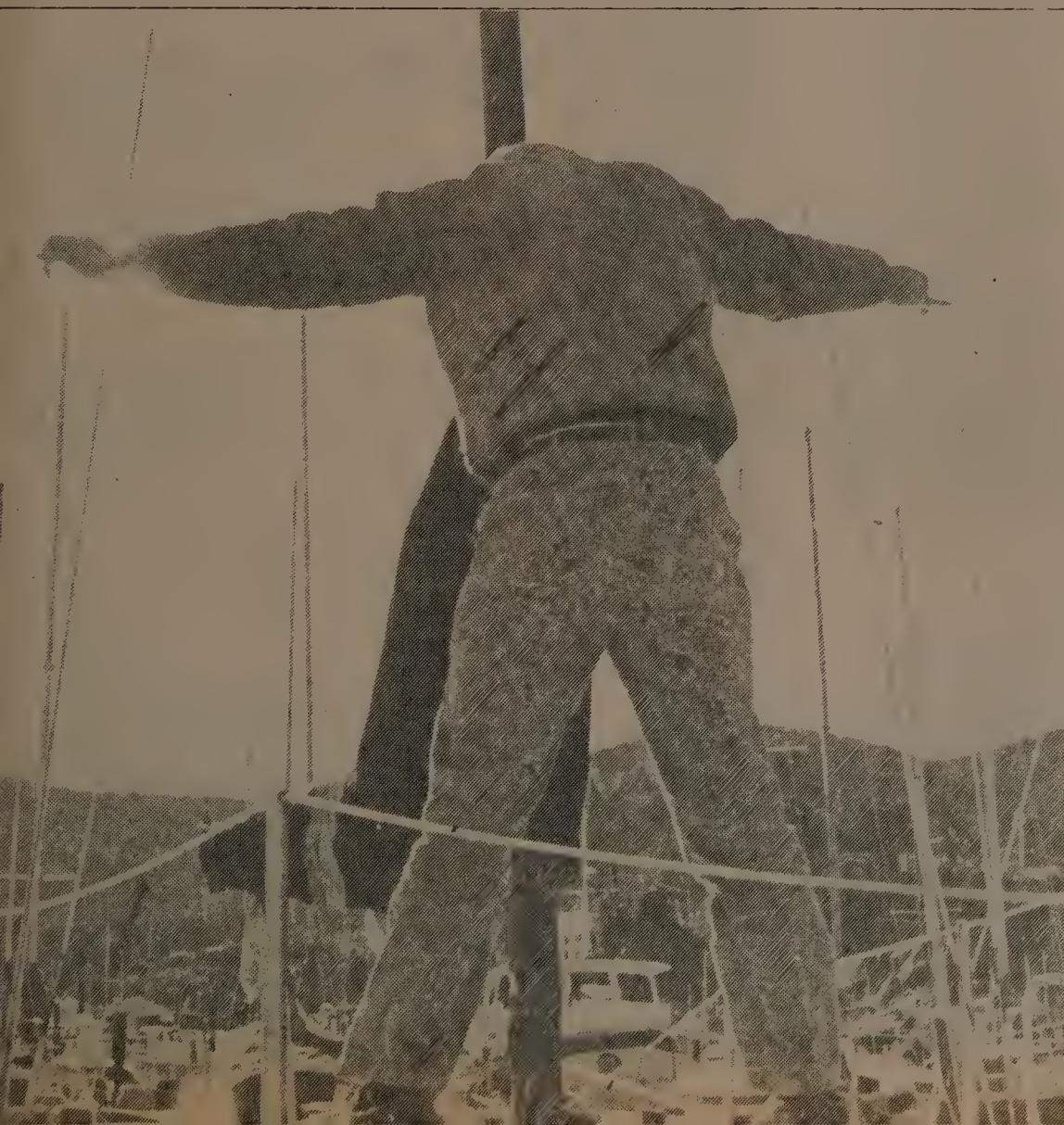
Once you've determined the stick is centered, you can begin applying tension. Start slowly, by applying slight — but even — tension on the upper spreaders.

Adam's technique is to take about five turns on the turnbuckle on one side, then about five turns on the other side, all the while sighting up the mast. "Every time you turn a turnbuckle, you have to go back and look up the mast to see what you did." If the mast starts to deviate from the norm in some way, stop what you're doing and figure out what's wrong. "Never proceed further until the mast is straight."

Sometimes you can do everything right, but when you sight up the spinnaker pole track the darn mast still looks crooked. What you want to do then is check the spinnaker pole track; frequently they are installed crooked, throwing your sighting off.

But if everything has gone well with the uppers, you proceed to intermediates — assuming your boat has them. If your boat has them, tighten and check each one in the same manner you did the uppers — but with slightly less tension than the uppers. If your boat doesn't have intermediates, take a rest for a few minutes and grab a few deep breaths. It's good for you.

After the intermediates — or deep breaths — it's time to move on to the forward lowers. A primary function of the for-



IDIOT'S GUIDE

ward lowers is to "remind" the mast which way it's supposed to bow.

Adams explains, "When a boat is sailing, the headsail puts a lot of pressure on the headstay. That forces the top of the mast down and the middle to bow either fore or aft." It doesn't matter if a mast is set up ramrod straight at the dock, because virtually all stayed masts are built to flex to varying degrees when under load. Proper tension in the forward lowers insures that the mast will arc toward the bow — the way it's supposed to. If it arcs aft, it's soon to come tumbling down.

The last shrouds you need to tension are the aft lowers. Trim them equally, but to slightly less tension than any of the other shrouds.

When you're done, the headstay should be the tightest stay on the boat. In descending order of tension should be the uppers, the intermediates, the forward lowers and the aft lowers.

Backstay tension, according to Adams, is the hardest to make a recommendation on. Since it descends from the masthead at a greater angle than the headstay, it will always feel looser even when properly trimmed. However, most of the time for most sloops, backstay tension should fall between the uppers and intermediates.

(By the way, if you have a hydraulic or mechanical backstay adjuster, make sure it was completely released before you attempted to tune the rig.)

Spreaders are a critical part of the rig, so don't ignore them. Technically, spreaders should bisect the angle of the upper shrouds; in other words, the shroud-to-wire angle should be the same both above and below the spreader. In practice, this is not always the case, but as long as the spreaders are slightly above parallel, that should do.

One of the most common signs of impending rig failure is a drooping spreader. Walk down any marina and you'll always see a couple of boats with one spreader pointing toward Rigel and the other toward the dock box. Drive a boat in 25 knots of wind and a steep ebb chop off Alcatraz and you're nearly assured of the need for a new spar.

A safety hint. Do you have a flag halyard that runs from a spreader to the lifeline or rail? It's not the best idea. More than one spreader — and rig — has been lost when someone moving forward grabbed the flag halyard for support and pulled the spreader down instead.

At least once a year you — or someone who knows what they are doing — should make a trip aloft to examine the spreaders and their fittings. Are the spreaders well-



When you finish, check tuning by sighting up the mast. If it looks like this, try again.

secured at both the mast and the spreader tips? Are the fittings in good condition? There's a loft of load and motion on a mast, and you ignore it at your own risk.

While aloft, the entire rig should be carefully examined. Look for worn, cracked, or corroded fittings. Cracks in swages — which are more likely to appear at the bottom of stays and shrouds — must be repaired. Sheaves should be checked for excessive wear.

Okay, you've tightened and sighted, tightened and sighted until everything is straight and snug. You've checked out your

spreaders. Now you want to know is the tension on the shrouds is the same on each side. There are several ways to do this.

If you can reach, you can commune with the boat in the position I spoke of at the beginning of this article. Or you can whack the shroud with a screwdriver. The tighter side will have a higher tone. If both sides have the same tone you're in business. If nothing short of absolute equality will do, chandleries sell devices that measure rig tension. Prices start at about \$20.

If you've completed everything above, your boat is dock-tuned. Professionals can usually do the job in half an hour to an hour, depending on how easy it is to remove the cotter pins and whether or not your turnbuckles are frozen. For us beginners, it may take as much as half a day. Again, it's often the time-consuming preliminaries such as stiff turnbuckles that take all the time.

If you never sail your boat, dock tuning would be sufficient. But if you bought your boat for more than its look at the dock, on-the-water tuning is essential. As Rich Weirick explains, "Just because the mast is straight sitting at the dock doesn't mean it will be straight while sailing."

Weirick likes eight to ten knots of wind and smooth water to tune a rig. "I sight up the mast to see what it is doing — just like at the dock — and then start adjusting."

On the water, you are looking for sideways motion. Is the top of the mast falling off to one side? Is the boat faster on one tack than the other? If the answer to either question is "yes", it is time to start adjusting all over again.

If the top of the mast falls off to leeward on both tacks, take up on both uppers. If it falls to leeward on only one tack, slack the leeward upper a turn or two and take up on the windward an equal amount. Always tack the boat back and forth a few times after each adjustment to make sure solving one problem isn't creating another.

If the mast falls off to leeward on both tacks and the uppers can't be tightened much more, loosen the lowers. "Whatever you do," says Adams, "remember to do things equally. Count how many turns you loosen or tighten on one side, and if it makes an improvement, then do the equalizing adjustment on the other side. If it didn't do what you wanted, put things back the way they were and try something else."

One very important thing to remember, is

TO TUNING A RIG

not to adjust a shroud that's under load. At the very least you can strip the threads. At the very worst you can . . . well, just don't do it. The correct procedure is to note that a windward shroud needs adjustment, tack so that shroud becomes leeward, loose and easily adjustable, then tack back again to see if the adjustment has made an improvement.

If the mast ever inverts during your sail tuning, you need to take immediate action to stop that dangerous condition. Ease off the sail trim and turn downwind. Then loosen the aft lowers and tighten the foward lowers. Put more tension on the backstay. A combination of these things should get the mast back where it belongs.

Once back at the dock, remember to release tension on the backstay if you have an adjustable one. If you don't, aluminum masts can take on that bowed shape permanently. This weakens the spar and can contribute to buckling. Not only that, Hulse says, "A backstay left tight also screws up hull shape. On ultralight boats — like Santa

Cruz 50's — you can see the boat ends go up when the backstay is cranked on." Well-constructed boats such as these are built to

On ultralights you
can see the boat
ends go up when
the backstay
is cranked on.

take it, but you don't want to put them under unnecessary stress for no reason.

Although the hell-bent-to-win racers often tune their boats to the conditions they will race in — like tightening everything for an expected 35 knots of breeze at the Farallones — they also loosen and readjust when they get back in.

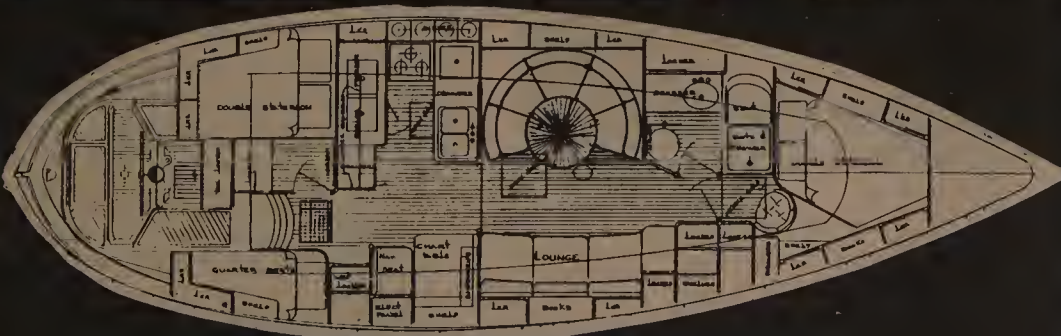
This isn't a bad idea for the average sailor, especially when the boat is not going to be

used for a few months, or even a few weeks. Cranking a few turns out of the rigging after a hard sail is to the boat what buying a couple rounds after a hard sail is to the crew. Lordy knows we all need to unwind a little now and then. Just keep track of how many turns everything was slacked and retighten before you go out next time. But don't forget, or more than performance may suffer!

How often do you have to tune a rig? It depends on the boat. If you bought a new one with wire rigging and thrash around in strong summer winds and seas, it's going to stretch quite a bit. Figure on retuning once or twice the first summer. Rod rigging doesn't stretch nearly as much. Once the stretch is out, you can probably get away with tuning once a season.

Tuning a rig is part of being shipshape and seamanlike. It takes a bit of time and energy, but your boat will perform better, last longer, and like you better when you commune with it. If, no matter what you try, your mast still looks like turn five (and six?) at Sebring, call in a professional rigger. They are competent, efficient and well worth the money.

— glenda ganny carroll



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Yacht clubs aren't supposed to be places to sit around to watch television. That's why I've always been dead-set against my club acquiring a big-screen TV with a cable hook-up, much to the annoyance of a small gang of members who are really football fans first and sailors second.

But this winter presented a problem: The America's Cup TV coverage. First there was the weekly coverage of the three round-robins. Then some special features on the semi-finals, followed by live coverage of the final elimination series. And then the daily live coverage of the Cup races themselves.

So I found myself driving across the Bay one evening to sit around and watch television in someone else's yacht club. Not that

hard to rationalize, actually. After all, this is the America's Cup! And only once every three years.

They had practically turned the bar into a theater. Rows of chairs, huge bowls of popcorn, and three bartenders poised for action. The projection TV was at one end of the room, while an even larger projection monitor, rented for the occasion, was at the other end. I arrived just as they were getting tuned in.

But when I looked around to see who was there that I knew, who should I see sitting in the second row but Lee Helm, my friend the naval architecture student.

"Lee, I didn't think you were interested in America's Cup racing," I said as I took the empty seat on her right. "Last time I men-

"I still think it's pretty boring."

tioned it, you said it was a 'total yawner', as I recall."

"I still think it's pretty boring, Max," she said. "I mean, like, those boats are dinosaurs!"

"What about all the high-tech keels and rudders?" I asked.

"They look silly on boats with 1930's parameters," she said. "And besides, most of the really interesting design features are kept secret anyway, so it does absolutely zilch for us spectators."

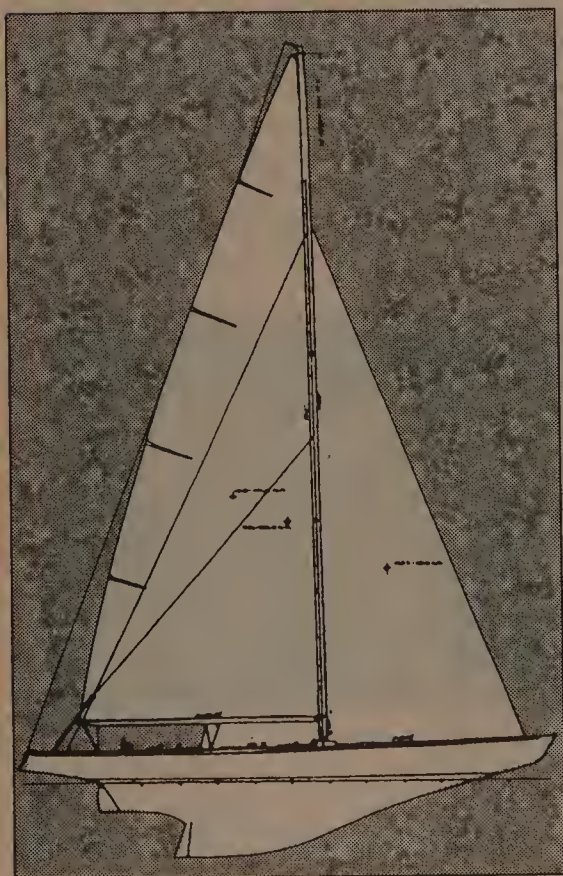
"Well, we're not really the typical America's Cup spectators," I responded. "We're much too knowledgeable. I think most of the people who are watching this tonight are looking for a visual spectacle, and maybe a glimpse at a sociological phenomenon."

"You could be right about the visual spectacle, Max, in which case televised yachting doesn't have much future after the novelty wears off. But the sociological phenomenon is like, already gone forever since the New York Yacht Club allowed it to become a fair contest. They should have kept it heavily slanted in their favor."

This sounded very strange coming from Lee Helm, whose credentials as a radical Berkeley feminist — albeit one who comes from the San Fernando valley — are almost impeccable.

"How is that, Lee?" I asked.

"The main thing that kept the sailing world so interested in the America's Cup for 132 years was the fact that it was so difficult — sometimes seemingly impossible — to win from the New York Yacht Club. Remember that the first challenger in 1870 was a single British yacht that had to sail across the Atlantic and then go up against the entire New York Yacht Club fleet? The idea was simply to reverse the approximate conditions under which the Cup had been won in the first



place. The next challenge was a match race, but still very one-sided in New York's favor. And it wasn't until the 1970's that you could

"... I mean, like, those boats are dinosaurs!"

really call it an even contest, when challenger eliminations were introduced. That's when they ruined it. You see, it was the very unobtainability of the Cup that motivated the challengers, and produced the phenomenon of America's Cup racing."

"Just like the American League Pennant," interjected an older sports fan sitting in the row behind us. "When the Yankees won it year after year, the big deal was to see who would finally be able to upset them."

I wasn't sure what he was talking about, but I nodded in thoughtful agreement.

"But the New York Yacht Club has already been upset!" continued Lee. "And the Australians did it in just about the best, and most exciting, and most dramatic way possible. How can anything that follows be more than anticlimatic?"

"Everybody here seems pretty excited about it," I observed.

We both looked around the bar, which was rapidly filling up with Cup-watchers.

"I have to admit, I'm surprised to see so many people so pumped up over it. Especially people who never showed the slightest interest in sailing as a serious competitive sport before."

"Well, this is the first year we've had a major league season to follow," I said. "Last fall we had more than 20 'teams' to choose from. Then we had weekly coverage of the matches, and play-offs, finals, and now the world championship Cup race. There's been America's Cup news in the sports section almost every day, and usually it's been interesting enough news to talk about at work. What a welcome relief from the usual gibberish about football!"

The lights were dimmed, and we turned our attention to the screen where a commentator was recapping the high points of the last round-robin elimination series.

"I wish they didn't always have to use that background music whenever they show the boats racing," I remarked.

"Oh, I don't mind that so much, Max. What bothers me is the fact that we never saw a complete starting sequence until the finals. All they'd show us was a picture of the two boats circling for a few seconds, and then a shot of one of them crossing the starting line a few seconds ahead of the other. I mean, big deal! It's like only showing a picture of a football player running across the goal line carrying the ball. We want to see the play!"

"But 'the play' takes at least five minutes, Lee," I pointed out.

We watched a few more scenes of mark roundings and spinnaker sets, then the com-

mentator came back on to explain, using model sailboats, the basic tactics of a match race start.

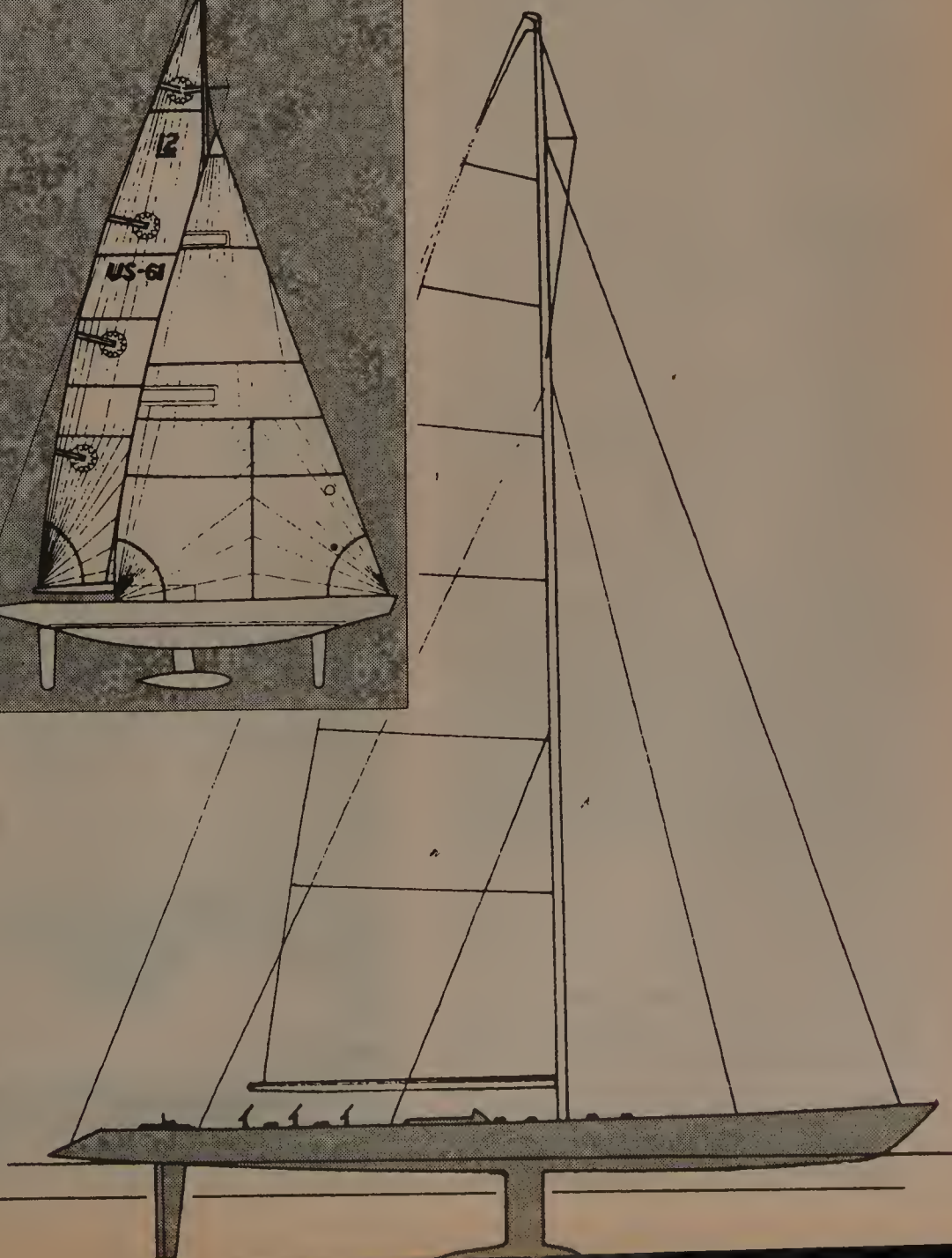
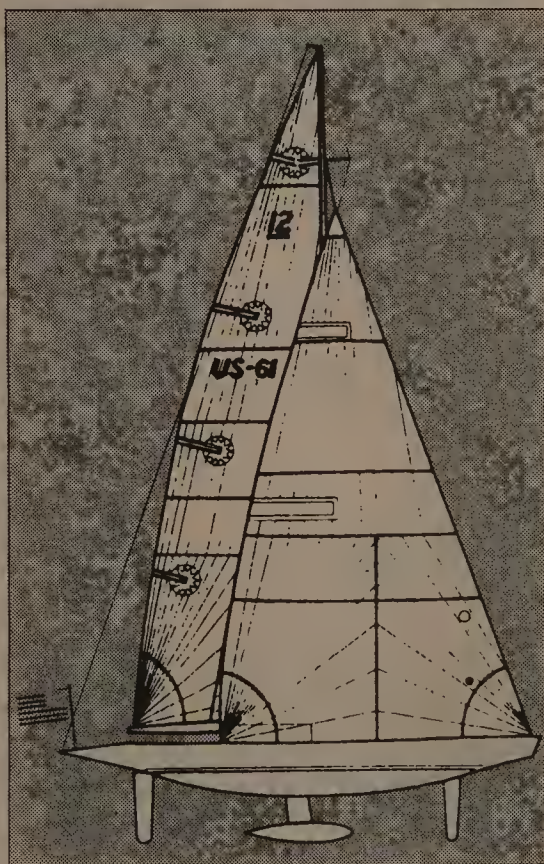
"It's lowest common denominator time," said Lee.

"Now don't be too critical," I said. "Most of the people watching this right now probably don't even know how to sail."

The lesson in racing tactics was mercifully short, and we cut to live scenes off Fremantle. "The Doctor is in," announced the commentator, and we saw a close-in aerial shot of the Australian foredeck crew hauling a sail up onto their bow. It looked like they had a solid 25 knots of wind.

"Gnarly," said Lee.

"This will be exciting," I thought to myself, but then the first of a series of commercials



came on and I was reminded that it was still, after all, television. They turned down the volume.

Just then the acrid smell of tobacco smoke drifted across our row. The person sitting next to Lee on her left side had lit up a cigarette.

Lee waited patiently for the right moment. After the smoker had taken a few drags, he

She dropped
his cigarette
into his drink

looked back up at the screen and let his right hand, which held a drink and the lit cigarette, come to rest on the arm of his chair next to Lee. She deftly removed the cigarette from his fingers and dropped it in his drink. It went out with an audible hiss.

He turned and glared at Lee, enraged and dumbfounded. Then held up the half-finished drink with the cigarette inside. I sensed that Lee might need some support.

So I started to clap my hands quietly. And to my utter amazement, two people sitting in the row behind us started to clap also, and the next thing we knew the whole place was practically giving Lee a standing ovation.

"All right, I get the message!" conceded the smoker, and he got up to go and have his nicotine fix elsewhere.

"As long as you keep your toxic wastes under control," offered Lee, "I'll buy you another drink."

"No!" yelled the crowd, and the issue was settled.

"I'm so embarrassed!" she confided after he was gone. "But I wasn't going to sit here for hours breathing hydrogen cyanide!"

"Well, I'm glad you took the chance. What is it about yacht clubs that makes smokers think they have carte blanche?"

"A tradition of gratuitous self-indulgence?"

"Hopefully the Surgeon-General's report on involuntary smoking will have some effect."

"I doubt it, Max. There's nothing in that report that we didn't already know. I prefer to cite the results of a study done a few years ago that correlates smoking with intelligence."

"Were the results what I think they were?"

"For sure. Within every socio-economic

category, smokers had significantly lower I.Q.'s than non-smokers.

"That's no surprise."

"The interesting finding was that out of all the groups that could be identified by smoking habits, the group with the highest intelligence was the one consisting of people who had been smokers, but had successfully quit for a period of at least five years."

Finally the commercials were over. Both yachts had their jibs up now, but were still keeping away from each other. The commentator was giving us the season win/loss records for each skipper.

"I'd love to hear the conversations going on in the cockpits of those two boats right now," I said.

"No reason why they couldn't do that for us," said Lee. "I think the sailing instructions should require each boat to carry a complete press box with cameras, sound, commentators, the works. Of course, that would mean larger boats than 12-meters, but there are other good reasons for using larger boats anyway."

We sat through another series of commer-

cials, then back to a shot of the two commentators on the main press boat talking about what a rough ride they were having (on the press boat). The preparatory signal was only a few seconds away, and some of the people in the bar were looking at their watches and counting down. The scene on the TV screen cut to an overall view of the committee boat.

"Three . . . two . . . one . . . got it!" yelled half the audience.

Now we had a nice aerial shot of two Twelve Meters reaching, one ahead and slightly to leeward of the other.

"The Aussies are in control," shouted one fan.

"No they're not," said another, "the line is ahead of them."

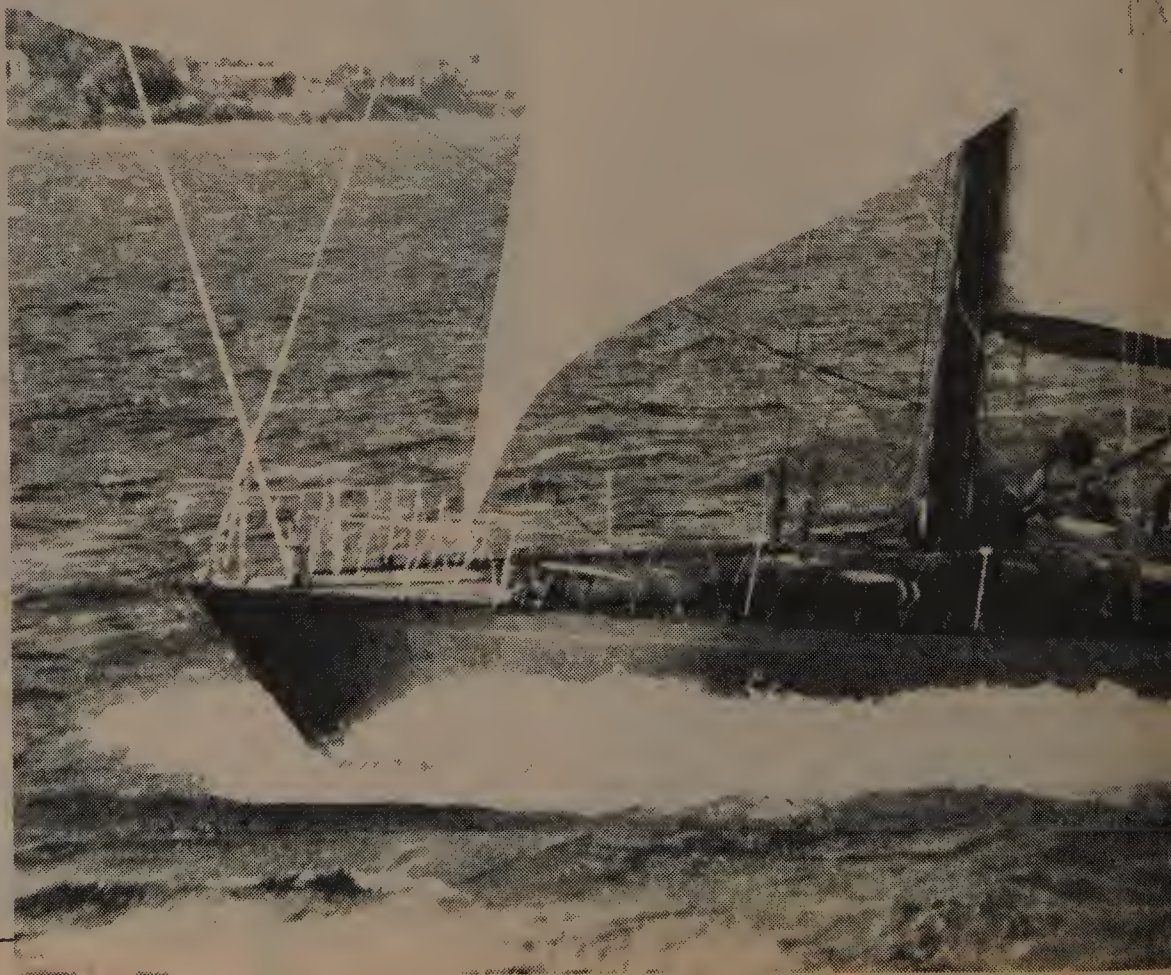
But then the commentator announced that both boats were sailing away from the line.

The two yachts came up to close hauled, then one of them tacked away.

"Whaddya do that for?" yelled a fan.

"They're going to be early!" predicted

How much glamour can 12 meters have when smaller IOR machines such as *Swiftsure*, pictured below, can beat them boat for boat?



someone else.

"Where's the line, anyway?" I wondered out loud.

Both boats performed several more tacks and jibes, then started at opposite ends of the line, which we finally saw on the screen in the last 30 seconds of the starting sequence.

"The left side of the course is favored!" someone screamed. "Why don't those idiots tack?"

Nothing happened for several minutes, during which time we were shown 60-second interviews of both skippers. Then back to the race course, where the boat that had gone right was tacking back onto starboard tack.

"They got killed out there!"

"No they didn't, look how much higher they were pointing."

"They're going to cross way in front."

"No way. That's just the telephoto lens distortion."

As it turned out, the two yachts were almost dead even, with the port tacker taking a slight duck to cross starboard's stern.

"One thing is obvious, Max," said Lee. "We only have about one percent of the information we need to watch this race intelligently."

"I see what you mean," I said. "Even I can second-guess the plays when I watch a football game."

Almost in response to our complaints, the TV then displayed a diagram of the course, with red and blue lines drawn on it showing the actual tracks of the boats since the start.

"Now that's a little more like it," I said.

"I wish they had done that for the pre-start moves," said Lee. "I mean, there's no reason why they couldn't have a large-scale graphic simulation, based on telemetered navigational data."

A commercial came on, so I asked Lee what she was referring to when she said there were other reasons for using larger boats.

"The on-board press box is the least of it," she answered. "The problem is, only a small fraction of each syndicate's budget goes to building a boat."

"That's a problem?"

"Yes. A lot of the attraction of America's Cup racing used to be the size and speed of the yachts. Now most of the syndicates can afford to build three or four boats, and spend more money on logistics and operations than on construction. Us spectators are being shortchanged."

"I still don't follow you, Lee."

"America's Cup racers should be the biggest and fastest conventional racing yachts in the world. Twelve Meters are very slow for their size, and not really that big either. If we switched to bigger boats — IOR maxis possibly, or an even larger special America's Cup class, we'd get a much better show and it really wouldn't cost any more to mount a challenge. They'd just build one boat each instead of four."

"Interesting idea," I allowed. "Would you want to turn the clock all the way back to the J boats?"

"It could be done within the existing budgets. But I'd go for something much more modern. LOA of maybe 120 feet, moderately light displacement, all winches and machinery on deck so it would be easy to convert them into cruising/charter boats later in their careers."

"Would you allow winged keels and front rudders?"

"For sure. The America's Cup Rule would

encourage that kind of hydrodynamic development. But like, no secrecy! The lines would become public information at official measurement date. That way we might see some benefits from all the development, instead of the situation we have now where the designs are kept under wraps, even after the Cup races."

Back on the big screen, we saw two Twelve Meters sailing parallel courses about five lengths apart. Then we cut to some more 60-second interviews with various crew members, then back to the same scene of the two boats. Ten minutes later one of the boats finally tacked, and the other followed suit for a loose cover.

"What do you think of the idea of using unlimited 60-foot trapeze monohulls?" I asked Lee.

"I'm not sure they'd really be that much more interesting to watch than Twelve Meters," she said. "I mean, if you're going to have an 'unlimited' pure speed class, you really should allow multihulls. Otherwise you still have an arbitrary speed-reducing limitation. And match racing high speed boats is boring. Like, tactics have nothing to do with it!"

Eventually the boats rounded the first mark and set spinnakers, one a few lengths ahead of the other. Then another commercial. Lee got up to get some more popcorn, and I ordered a drink.

Over the next hour a gradual change took place in the club. The lights were turned up again, most of the chairs slowly rearranged themselves in clusters, and only a few die-hard fans remained in the front rows with their eyes glued to the screen. Someone had set up a board game that purported to

Us spectators are being shortchanged

simulate America's Cup racing, and now it was attracting more attention than the real thing.

I bumped into Lee again on my way out.

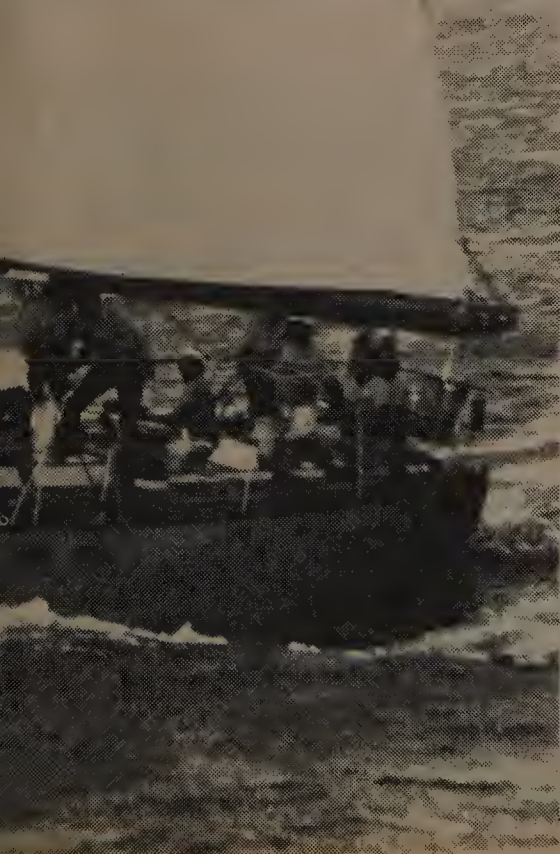
"You think sailing will ever be a spectator sport?" I asked.

"It already is if you count books, magazines, and newspapers. Even films."

"Live television?"

We both shook our heads.

— max ebb



LATITUDE 38/RICHARD

Should a Gentleman offer a



If he likes her he should. And here's why:

On a normal bareboat charter, the lady has to shop on an island she's never been to before, cook in a galley she's not familiar with, and have to clean up just like she were home. Is it any wonder many women aren't so keen on a 'sailing vacation'?

On a *Big O* Adventure Charter it's different, because our three person professional crew is dedicated to making sure the lady's vacation is a *real* vacation. That means the crew provisions to your prefer-

ences. It means the ship's cook does all the cooking; from early morning coffee, to the three main meals, to the evening nightcap. Salon and galley clean-up? Not on a *Big O* vacation your lady doesn't.

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And of course there's the unparalleled

ing. If she likes a 40-footer, she'll love a 71-footer. You've never been on a sailboat with such a smooth and easy motion — especially going to weather. Once she takes the wheel beating at nine knots, she'll never want to let go.

Sound expensive? It does, and in fact some Ocean 71's charge as much as \$8,600 a week. The good news is that *Big O* isn't expensive. After April 15, she charts for \$5,000 a week, which based on a six person charter comes to \$120 per person,

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Big O Charter to a Lady?



per day.

For that price you get a spiffed up Ocean 71 ketch, with three double cabins and separate crew quarters. All cabins — as well as the galley — close off from the rest of the boat. There's plenty of privacy on deck and down below, even with nine people aboard. Three nourishing meals a day are included, as well as rum drinks. Two sailboards, a beginners and a Mistral Maui come with the boat. (Other firms charge up to \$150 a week per board). Also included

are an outboard powered Boston Whaler, an Avon inflatable and plenty of snorkel gear. About the only thing that isn't included in the price are cruising fees (if any), wine and beer, mooring charges (if any), and crew gratuity.

When you add up all the costs, you'll discover that a *Big O* Adventure Charter compares favorably with even smaller bareboats. We can honestly say we don't know of a better charter value in the Caribbean.

Big O is constantly being upgraded. In the

last four months she's gotten a new 6-cylinder diesel, a new refrigerator/freezer, new water pumps, a new outboard, a new oven and new paint throughout. And the improvements keep coming. We're dedicated to the idea that your first charter on *Big O* won't be your last.

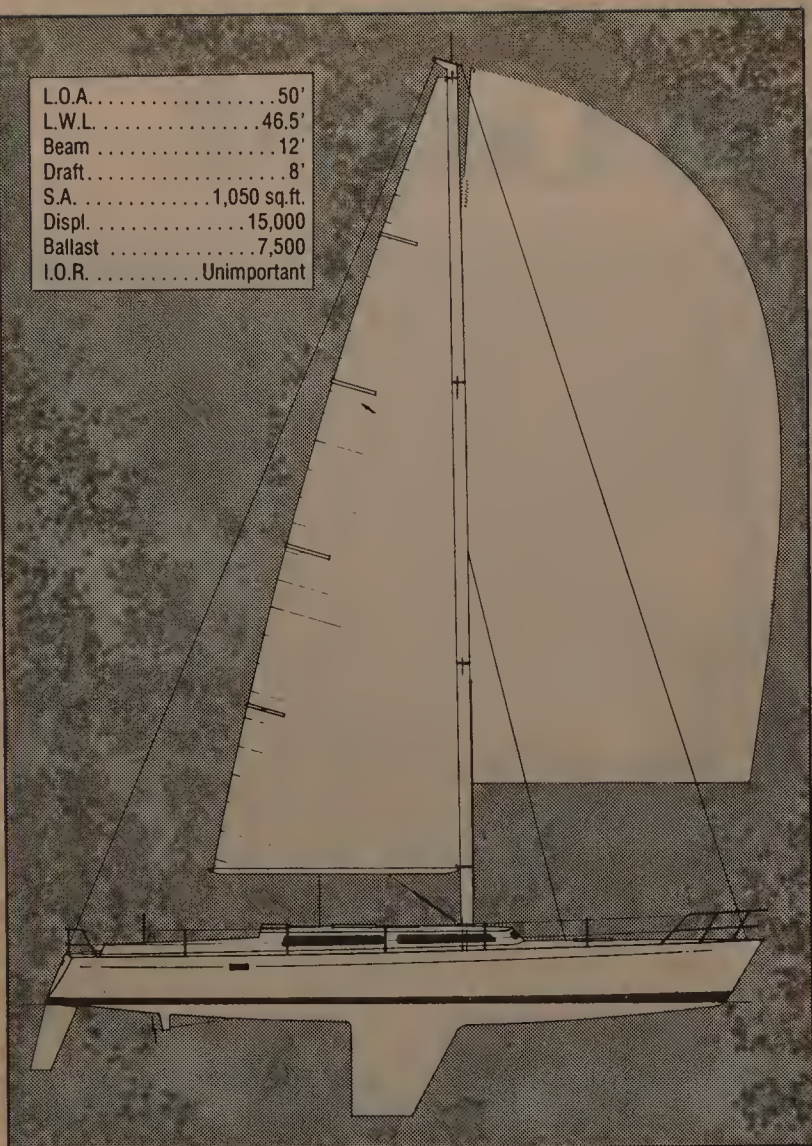
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Beam	12'
Draft	8'
S.A.	1,050 sq.ft.
Displ.	15,000
Ballast	7,500
I.O.R.	Unimportant



SANTA CRUZ 50

When Randy Parker ordered a new boat in 1978, he got a lot more than he bargained for. He got a downwind screamer, a contender in local races, a dockside condo — and what's proven to be a good financial investment over the last seven years. He bought the first of the renowned Santa Cruz 50's.

In the late 70's when Parker ordered his boat, Santa Cruz was basking in the glory of *Merlin's* record TransPac run to Honolulu. Builder Bill Lee knew his *Merlin* was too big to market — how many 67-ft slips are there? — and that a smaller boat would be more affordable and easier to handle. So he picked 50 feet as a good length for those stricken with TransPac Fever.

How much was the SC 50 based on *Merlin*? “A lot,” Bill says. “It's just a couple of sizes smaller.”

Though the SC 50 is 17 feet shorter than *Merlin*, the smooth lines and raised cabin give it the “Santa Cruz look” consistent with Bill's earlier designs such as the Santa Cruz 27. With just over 12 feet of beam and 46.5 feet of waterline, the SC 50's carry 1,300 square feet of sail on a powerful masthead rig. Displacement is about 18,000 pounds.

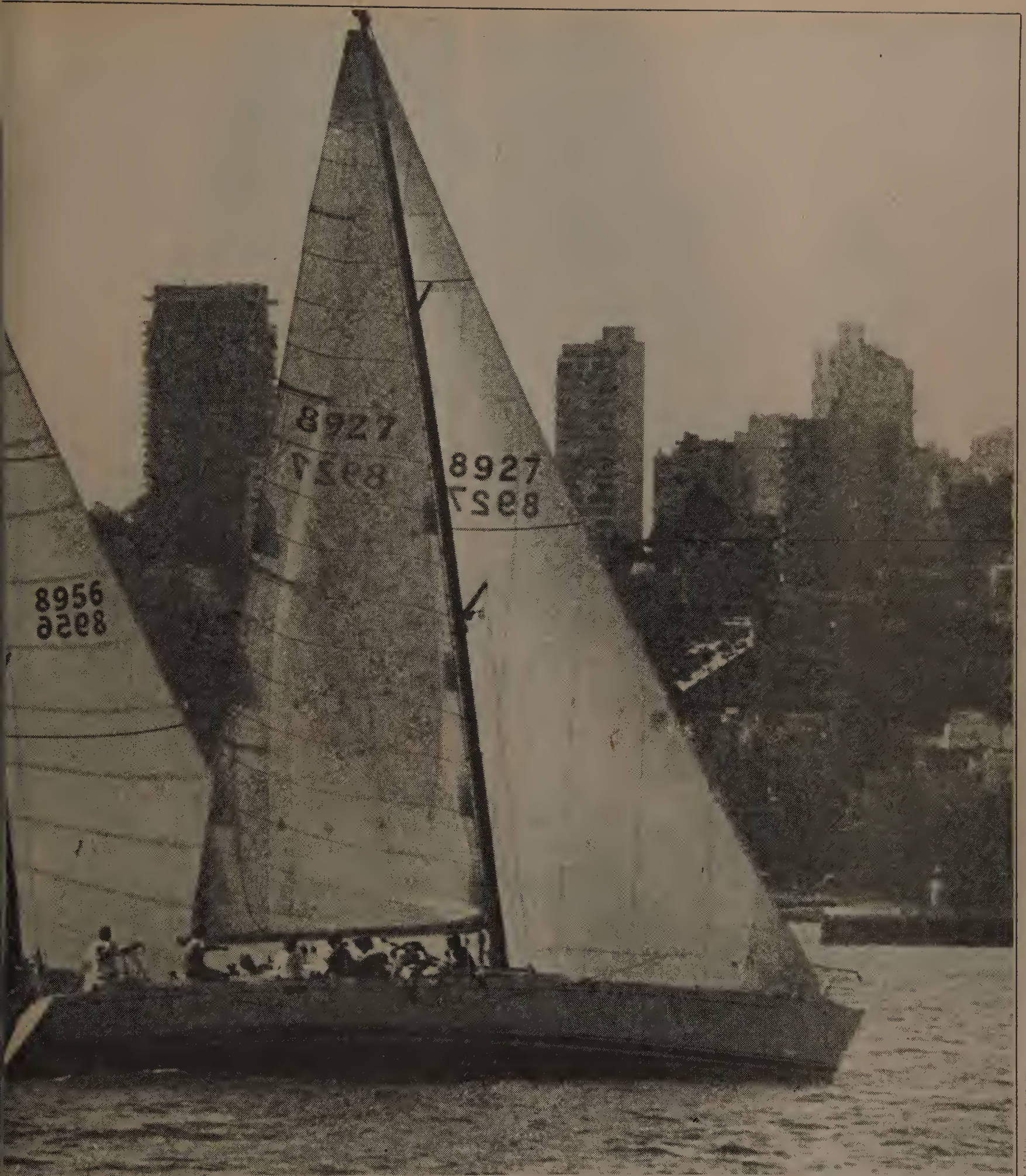
The hull, deck and most cabins are balsa core fiberglass sandwich construction. Interiors feature warm-toned bruynzeel plywood, teak floorboards and fabric-covered cushions. Raised settees amidships gave a clear view of the deck.

The innovative raised-floor ice box for beer was a huge success on *Merlin*, because the crew could reach for a brewsky without letting warm air in on the food in the other ice-box. The two-box feature was retained in the SC 50. Later models have beer can holes molded in the cockpit for easy reach from the helm.



Several Santa Cruz 50's were ordered in 1979, but only Randy Parker's *Chasch Mer*, was launched by the TransPac entry deadline. So it was Parker — with some of *Merlin's* record-setting crew — who got to test Lee's “giant killer” concept in Class A against boats like *Merlin*, *Drifter*, *Windward Passage*, and *Ragtime*.

The winds were unusually light that year, so the SC 50 didn't get a heavy-weather shakedown. Nonetheless, *Chasch Mer* beat the 22 foot longer *Windward Passage* boat-for-boat. This was no small feat,



Passage being the boat that had twice "smashed" TransPac records the decade before.

From then on, the Santa Cruz 50 has been a favorite weapon in TransPac's:

In 1981, seven SC 50's drag-raced to Honolulu. The long-time north-south rivalry among California sailors was heightened when two Southern California boats, *Hana Ho* and *Shandu*, cleared the Diamond Head buoy 3½ hours before the first Northern California

SC 50, *Octavia* of Santa Cruz.

In 1983, 11 SC 50s were within sight of each other every day, with skippers and crews pushing the boats harder than ever to get that little extra bit of speed. Some boats even carried chutes in the strongest squalls. One skipper reported a 28-knot burst on the knotmeter. When it was all over, *Octavia* was the first-to-finish and corrected time winner in class.

By the time the 1985 TransPac started, Lee had built 26 of the



50-ft speedsters. Yet when that race was over, it was Randy Parker's hull No. 1 that beat them all. Parker's grin was about the size of Texas when he staggered off the boat after *Chasch Mer*'s victory.

An off the wind screamer, Santa Cruz 50's have been popular in all downwind races. The winter slides to Mexico, for example. In the 1983 Puerto Vallarta Race, James Feuerstein of Marina del Rey was first-to-finish. Other Santa Cruz 50's have corrected out first in Mexican races.

As the years went on, owners naturally began toying with the 50's to give them an extra speed advantage. *Acey-Duecy*, one such souped-up model with a taller rig and deeper keel, showed improved speed in the 1984 Manzanillo Race. Other owners began looking for improved upwind performance, as more 50's were doing buoy races and had already competed in the Big Boat Series as a one-design class.

Finally, Bill Lee produced *Earl of Mar*, a Santa Cruz 50 Mark II. It featured a taller, more sophisticated mast, a deeper and heavier (by

1,200 pounds) keel, and a longer boom. The Mark II had all these goodies and got them with a lower IOR rating. *Earl of Mar* displayed her superior upwind ability by winning the one-design regatta in Monterey two years ago.

In order to retain downwind performance, Bill reorganized the Mk II interior and cockpit. Weight was shifted from the ends to the middle. The motor was placed under the table amidships and the raised settees were replaced with lightweight pipe berths. The Mk II transom has a modern reverse look, open at the cockpit floor level.

In all, an amazing 28 Santa Cruz 50's have been built, the most recent was last year for Hal Roth. He's currently racing *American Flag*, in the third leg of the BOC 'Round The World Race.

Lee says he would welcome orders for new SC 50's, either the standard or Mk II model. There might well be a few. According to Lee, the SC50 "made out like a bandit" under the 1987 IOR rule changes. With the old age allowance, boats built from the old mold will rate as much as three feet lower. Base price for the Santa Cruz 50

SANTA CRUZ 50



LATITUDE 38/BILL

is about \$165,000, not counting sails, electronics and extra goodies.

Owners of SC 50's agree that it's a comfortable boat to race that's fun to cruise when the gun has sounded. Randy and Heidi Parker can be found aboard *Chasch Mer* almost any weekend. If it's salmon season Randy is out there trolling with the commercial boats. After a high-pressure week in the electronics business, *Chasch Mer* provides the perfect getaway.

Rolfe and Julie Croker, owners of *Hana Ho*, agree. "It's fun to be able to race and also go Sunday cruising in comfort." Julie enjoys the social side of sailing: "I like the people who sail Santa Cruz 50's." Their boat won the most recent Oakland to Catalina Race and was tops in class to Cabo San Lucas.

Lu Taylor, owner of Big Boat Series winner *Racy II*, says, "My wife likes it. It's a boat I can race that she likes to be on, too." His wife and three friends recently enjoyed four days of bridge and relaxation on it at Tinsley Island..

"I'll tell you what I like," says Larry Burgin of *Oaxaca*, "spinnaker

reaching in 18 knots with flat water." Brother and co-owner, Joe Burgin, says, "I like the fact that we can easily handle the boat when taking 15 non-sailors out for the afternoon."

Some Santa Cruz 50 owners, in addition to enjoying their boats, have turned them into side businesses. Many are chartered for TransPacs, Mexican races and slides to Catalina. According to Lu Lee, charter fees for a Santa Cruz 50 to Mexico run about \$10,000 to \$12,000 not counting the insurance premium. TransPac charters are between \$15,000 and \$22,000, depending on the boat and equipment.

Interestingly, three Santa Cruz 50's were built to rigid Coast Guard specs so they could carry paying passengers. If you've vacationed on Maui, you may have seen *Scotch Mist* and *Suntan Special* taking tourists sailing off Lahaina. *Chardonnay* operates out of Santa Cruz. As many as 25 passengers can be carried at once on these vessels.

Fast, fun and versatile — the secret of the Santa Cruz 50 success.

— susie synder and latitude 38

WE'RE ON THE ROAD TO SOMEWHERE

Every man has a right to utter what he thinks truth and every other man has a right to knock him down for it. This, then, constitutes my response to the recent editorial/article in the January 1987 issue concerning, among other things, the case of Tory Burke vs. J/Boats West. Since the article contained some inaccuracies concerning the cast-tort, reform and maritime law — this article will be divided into three parts to address each one.

Part 1: First, let's deal with the inaccuracies concerning the Burke case. The article contained a tone criticizing her for being ungrateful for the privilege of sailing on a J/Boat and for having the gall to sue the company that owned the boat.

The article doesn't reveal that Tory has had four serious knee operations, has medical bills in excess of \$30,000, and has irreversible knee damage that could ultimately result in her having an artificial knee joint. The last time Tory Burke ever stepped on a sailboat to act as a crewmember was August 10, 1984. She struggled at first to overcome her injury trying to sail again and be active. It was all to no avail, and today she still suffers episodes of excruciating pain in her knee and frequently must use crutches.

Part 2: Throughout the article we find the thread of insurance company propaganda about the lawsuit crisis, about increased insurance premiums, and the like.

The testimony of Johnny C. Finch of the U.S. General Accounting Office before the House, Ways and Means Subcommittee on oversight on April 28, 1986, officially recognizes that the insurance industry and its proponents are totally untrustworthy. Calculations made from industry estimates indicate an expected net gain before taxes of more than 90 billion dollars over the years 1986-90. This translates to mean that the industry will earn 20 percent more in the next five years than it did in the previous ten. Some crisis!

Even worse, is that by focusing on costs (of litigation and now on artificially inflated prices of premiums), the present debate trivializes what's really at stake: the treatment of the right to trial by jury as just another commodity in the marketplace. Those who say let's have tort reform because maybe it will reduce costs are, in effect, saying let's treat justice like the airlines treat travel. We could have no frills/reduced fare justice. It won't be as comfortable a product and there will be lots of restrictions, but maybe it will be cheaper.

Every public opinion poll shows that those injured by tortious conduct want their right to a day in court and want their case heard by a jury of their peers. Instinctively, they sense the real issue — fairness. In a democratic society, an individual citizen is heard in only two ways — through the ballot box and through the jury box. That's what America is about.

Part 3: Now let's turn to the essence of the Burke case. The writer of the former article is incredulous that a man with all the wonderful attributes of Don Trask could be sued. A quick look through the lawsuit will indicate that Mr. Trask is not accused of any intentional or malicious acts.

It is irrelevant that crewmembers of racing yachts fall down, get bruised or injured on boats during the course of a race, but it is highly relevant if a member gets hurt on board a boat that is negligently rigged and contains a condition that is dangerous to the crewmembers and that could easily be corrected.

The complaint in the Burke case has four causes of action. (1) under the Jones Act, a Federal law regarding injuries received by crewmembers on board a boat; (2) general maritime law which, in this particular case, relates to seaworthiness of the vessel, a dangerous and defective condition unremedied on board a vessel can render it unseaworthy; (3) maintenance and cure — this ancient right

provides that injured crewmembers are entitled to medical care and subsistence while recovering from injuries sustained in service of the vessel; and (4) general maritime torts — this is basically a negligence cause of action which applies to people who are on board a vessel, such as a passenger, and not an active member of the crew.

The megaton tankers and ocean-going vessels you see traversing the Bay obtain their crews through hiring halls. When a vessel is due to leave, the appropriate hiring hall sends out crewmembers to fill the various jobs on board the vessel. Similarly, there exists in the Bay Area and many other locations in the country, a class of people who consist of competent sailors and deckhands constantly in demand to crew vessels for races and other purposes. I have heard comments at various yacht clubs that these people are called "rent-a-gorillas". Many yacht clubs have groups of people like this who are called upon to crew vessels for various purposes. Tory Burke was such a person.

She was called upon to participate as a crew member on board the *Smokin' J*, a J/35 owned by J/Boats West, in a Women's Racing Association race on the San Francisco Bay. She was requested to be a crewmember, not for one race, but for the whole series of races. Testimony in the case thus far has indicated that J/Boats West frequently loans its boats out to use in races as a method of advertising them. Thus, her ability to help sail the boat successfully would bring profit to J/Boats West.

Tory was well-known for her ability on the foredeck. In fact, in past issues of *Latitude 38*, she was lauded for ability as a sailor and a competent crewmember.

On the date of the injury, she was forced to go forward to pull a spinnaker out of the water. Part of the reason for this is that the boat sailed without a full complement of crew. When she knelt down on the turnbuckle to brace herself, her knee was punctured by a sharp, exposed cotter pin. She finished the race and attempted another race or two after that, but eventually her knee problem became so severe that she never sailed after August of 1984.

Some of the rantings in the former article say that not one boat on the Bay is 100 percent seaworthy. That is irrelevant. That fact is, if the skipper of a vessel inspects it before a race as it should be done and notices a dangerous condition on board the boat, that is easily correctable as this was, then there is no excuse for the danger to go uncorrected.

In this writer's opinion, Tory will be found a Jones Act employee by the defendants. At the very least, she has a cause of action of negligence for allowing a dangerous condition on board the boat to exist even if she is not found to be a Jones Act employee.

One other interesting note — it is clear that some of the statements in the article came from Jill Trask. If anyone is really incensed about this lawsuit, they might want to compare statements she made in a magazine to statements she made under oath in her deposition. Then you can judge who was truthful or not.

The final sigh by the author of the last article concludes that boat lending is at an end, no one will ever race again, and the whole Western civilization will decline. The former article fails to explore the issue of preventive safety measures and how they can insulate people from liability. Simple safety inspections, waivers signed by crewmembers and things of this nature go a long way to preventing lawsuits.

The issue is not really an insurance industry crisis and being afraid

of lending your boat out — the issue is safety of your friends and family. Safety measures are taken because we don't want to see our friends and family and even strangers hurt unnecessarily if it can be prevented, unless you believe that money is the sole thing that governs the actions of anyone regarding safety of their friends, family and loved ones.

Would you correct a dangerous condition on your boat if you knew that maybe your son or daughter or mother or sister or brother or husband could sustain a serious injury? If you have a problem with that, then this writer feels sorry for you. Ask Tory Burke if she would rather be healthy and still sailing on the Bay or whether she enjoyed having four extremely painful knee surgeries that have left her partially disabled.

Finally, this writer would like to thank the editor of *Latitude 38* for having the journalistic integrity to allow me to reply to what I thought was a one-sided and biased article. Hopefully, people will stop harassing Tory Burke and her family and look at the real issues.

— **william weiss**

Suppose we get a couple of things straight — for you, for Mr. Burke and his lawyer “who is going to sue for free”, and the others who have either harassed or threatened us over the telephone.

First, while it might be convenient for you to believe the article was written on behalf of Mr. Trask or J/Boats West, nothing could be further from the truth. Mr. Trask refused comment on the matter, and in so doing gave us the distinct impression he hoped it would never see print. We ran the article assuming it would cost us, not bring us, future business.

(By the way, it is not “clear” certain statements came from Jill Trask. She was never interviewed about this case).

Second, we never said that Tory didn't have the right or should not sue. In fact, if you read with comprehension, you'd remember we specifically wrote, “Don't get us wrong, we think there ought to be recourse for people injured on boats.”

Third, whether a person should sue if injured and whether it's smart for a boatowner to loan his boat are completely independent questions. You can check with your local logician. We happen to believe both that people ought to be able to sue, and that boatowners have got to be stupid to loan their boats. For more details, read our article in the last issue.

Fourth, if there were inaccuracies in our article, why didn't you cite one? The truth is that we quoted as frequently as possible from the suit you filed.

We think what you mean is that Tory's side wasn't told as dramatically as it could have been. We lay the entire blame for that on your shoulders. Tory isn't listed in the phone book and her former captain didn't know where she moved; so we struck out there. But why oh why couldn't you have taken a moment to return any of the phone calls we placed to you over a period of two months?

Fifth, there's the matter of you claiming we're hyping for big insurance. There's only one accusation that would be more absurd; that we'd hype for lawyers. In our heart of hearts we believe both the legal profession and big insurance mercilessly gouge citizens. And while you may make snide comments about the decline of western civilization, we — and many others — sincerely believe there is a

kernel of truth to it. Ours is no longer a country of dynamic risk-takers, but a nation of neurotics obsessed with security and a teflon-like detachment from personal responsibility.

Six, we loved your line about how safety inspections by the captain, and crew waivers would go a long way in eliminating suits like Tory's. Give advice like that and soon you'll be up to your ears in malpractice suits. If a captain's safety inspection would have prevented Tory's injury, why don't you practice what you preach and sue the captain? Or is it because pregnant women don't make as attractive defendants as ‘big corporations’ selling yachts?

Waivers? Most aren't worth the paper they're written on. Even you told us you'd still be suing even if Tory had signed a waiver.

Seven, we think it's completely relevant if no boats are ‘legally’ seaworthy. For one thing it would mean that a knowledgeable sailor — such as Tory — would have been personally negligent to have gotten on in the first place. Secondly, it in itself would have proven our main contention, that it's stupid to loan your boat.

Eight, the issue here is not safety of family and friends as you suggest, because we're as loving a father as there is in the world and we consistently take our young children out on boats that lawyer after lawyer could prove was ‘unseaworthy’. Unseaworthy, that is, only in the eyes of American courts.

Nine, our personal problem with Tory Burke's suit is the Jones Act aspect. In our view that takes the case out of the range of a normal lawsuit to that of being a vicious one. We doubt if many readers know it, but Jones Act employees are owed far greater protections than any other class of people — even paying passengers! Tenuous as your ‘employee’ claim seems on the surface, we're confident an American jury will buy it hook, line and sinker. Your predicted result: “it will mean big, big money”.

If larger monetary judgements were indicative of greater justice, we'd have an easy time supporting our legal system. Unfortunately, they're not and we haven't been able to in a long time.

What we do believe in Mr. Weiss, is the therapeutic value of sailing. As a result, we've always been delighted to make our boats available to folks. We've done it scores of times; in Northern California, Southern California, Mexico and the Caribbean.

One of the latest instances was last year to a group of women who wanted to do the ocean series in our Olson 30. We hesitated before agreeing to the arrangement because they were new to the ocean and because of the fallout if there were an accident. Ultimately our belief in the benefits of sailing overcame our fears; we let the women use the boat.

By all accounts it was a rewarding experience for the women and no trouble to us. (Although it's certainly too early to assume the latter; as you no doubt recall, you didn't file Tory's suit until more than two years after the incident). In any event, the women had such a good time they wanted a similar arrangement for the spring series and for the race to Catalina in July.

We'd love to let the ladies use that boat, Mr. Weiss, we really would. But dammit, one of them might get poked in the fallopian tubes with the tiller. Then a couple of years later you might sue us for negligence, getting one \$3,000 a day professional expert witness to testify the blow made the woman infertile, and another to testify that a foam tiller would have prevented the injury. Naturally it would be a Jones Act case since everybody knows the boat belongs to *Latitude 38*, and therefore the woman was really functioning as an employee.

As we said at the end of our last article, Mr. Weiss, we're wiser but sadder now. Damn sadder, because we've got to tell those very deserving women that it's just too risky for us to make the boat available again. And we spit on the American system of justice for forcing us to deny them the opportunity.

— **latitude 38**

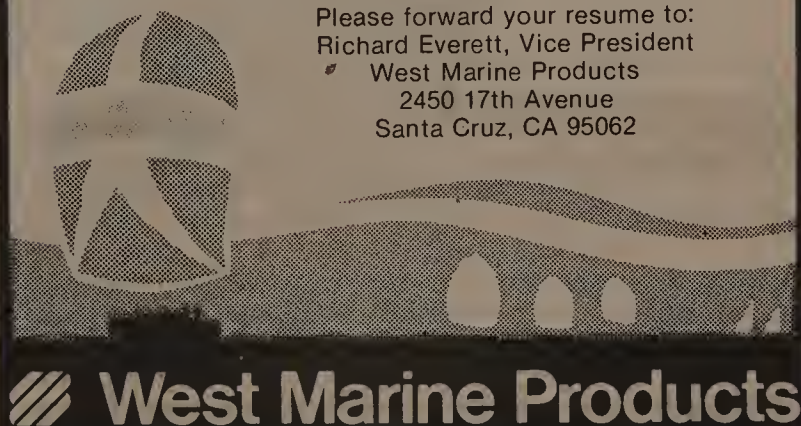
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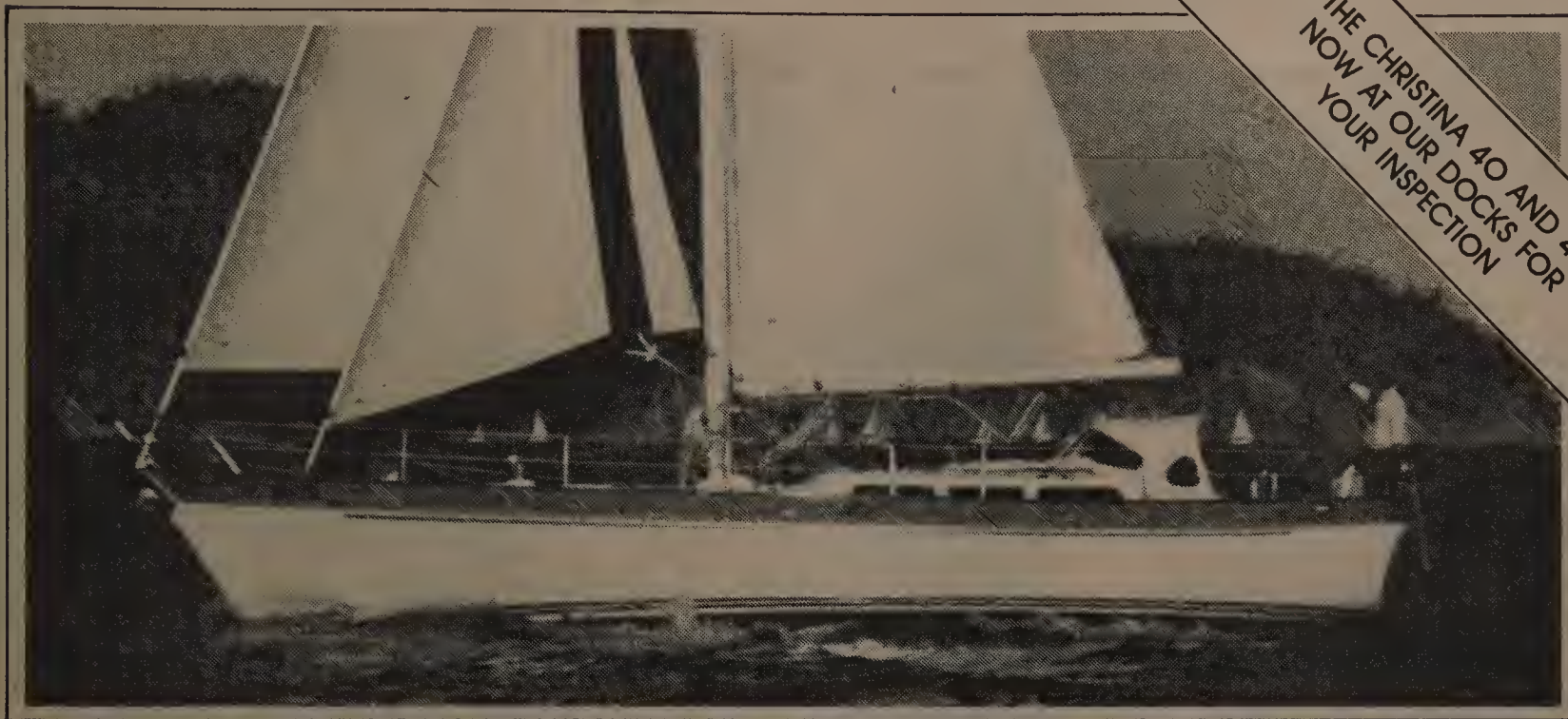
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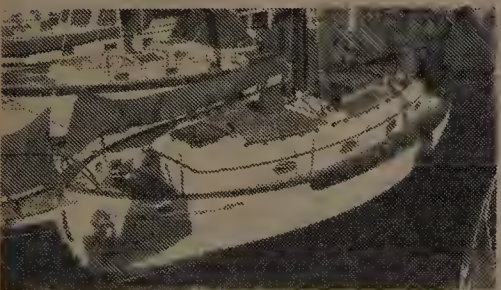
H.C. PILOT HOUSE 1983. World tour cancelled. Over 100K in extras. \$244,000.



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THE RACING

This month we have reports on the **Master Mariners New Year's Race**, a **BOC** update, and as always, a bunch of **Mid-winter** results. Racing related topics include a review of the new **International Measurement System (IMS)**, the **Women's Racing Association**, an up-close and personal look at the man who may win the next **America's Cup** — and lots more!

Master Mariners Kick Off Race and Chili Feed, etc.

While college football players kick off the New Year in countless bowl games across the country, a "hard core" of Master Mariners once again kicked off the New Year for sailing with their annual Master Mariners Kick Off Race and Chili Feed. This is the second year for this January 1 event, which also holds the distinction of being the first race of 1987.

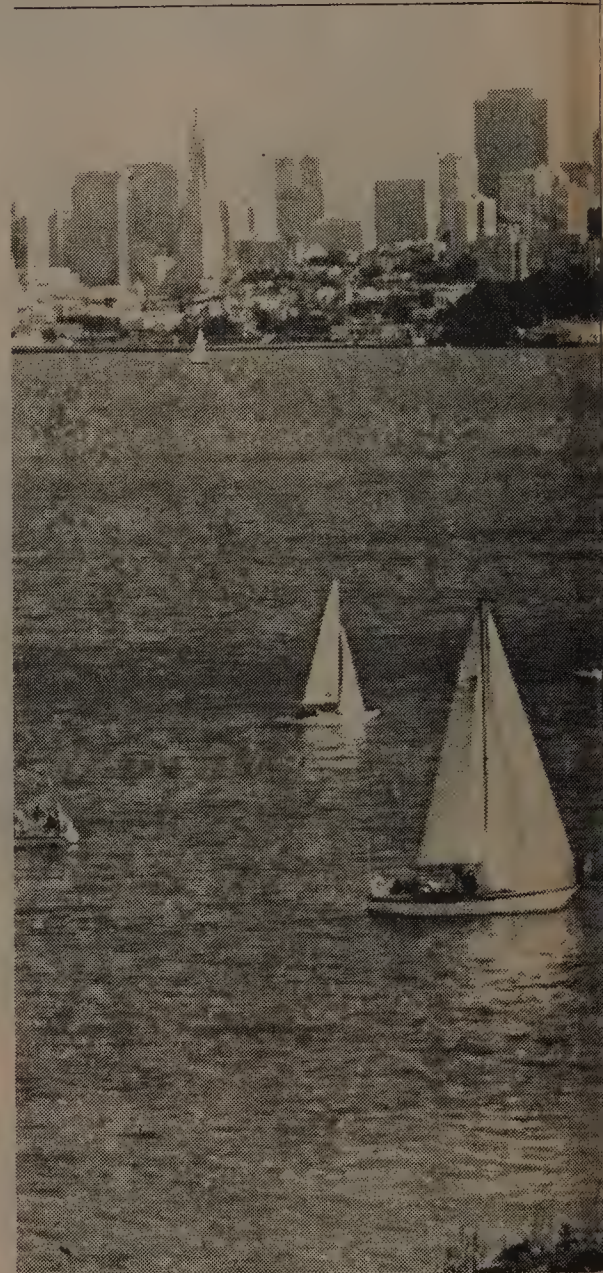
Eighteen faithful showed up for the morning start off Aquatic Park. Included were *Pilgrim*, *Anacapa*, *Vintage 69* and *Polaris* in the Gaff Division; and *Contenta*, *Adelaide*, *Nightwatcher* and *Tere* in the Marconi, or "Mother" Division. The course rounded

After the race, the Gaffers and "Mothers" anchored in aquatic park and dinghied ashore for the chili feed at the Sea Scout base. This go-around, the Mothers were in charge of the chili. (Last year, a local paper was printing results of the Master Mariners Regatta, and the reporter in charge asked how to spell "marconi". The person on the other end began, "M, as in mother . . ." Somehow, when the results appeared, results for the marconi division appeared under the heading "Mother". The Marconi Division boats have been "the Mothers" ever since.) After some great hot chili on a chilly day, it was time for the, ahem, "trophy presentation".

You'd have to be there to appreciate the trophies at this event. Each participant is charged with making a trophy to, as Diane says, "award to the cheating boat that finished ahead of him." The winner gives his trophy to the last boat, so everybody goes home with something. Sometimes they're not exactly sure what, though.

For example, last year's winners trophy was a mounted rubber hand wearing a ratty old sailing glove. The "hand" was clenched into a fist except for one finger raised in obscene defiance. (That would certainly liven up the trophy case at the yacht club, eh?) This year, there were even a few G-rated trophies, including a truly attractive conch and coral arrangement with a light inside. Among the most meaningful was a broken block contributed by Chuck Levdar. It was the block that exploded aboard his *Contenta* on the final spinnaker run into Hawaii on this year's Pacific Cup.

Tom List's *Polaris* won the Gaff Division this year, and *Taaroa* (sorry, we don't have the owner's name) took top honors in the Mothers. Indicative of the kind of folks and organization the Master Mariners is, though, who won was not all that important. (They actually had to shuffle back through a bunch of paperwork because no one could remember.) The main thing was the sailing, the boats and the camaraderie. In fact, as a



Gaffer, one of Diane's main concerns for next year is "cooking up equally good chili as we had this year."

By the way, the Master Mariner's big yearly bash — the Master Mariners Regatta — is scheduled for Saturday, May 23 this year. That's one day earlier than their normal Memorial Day tradition dictates, but it just so happens that May 24 is the 50th birthday party of the Golden Gate Bridge. Details surrounding the birthday celebration are still sketchy (What's this about a 30-ft birthday cake anchored in the channel?), but there's a good chance the Master Mariners may participate in that, too. History records that they helped celebrate the opening of our most famous bridge in 1937.

Womens Racing Update

In a recent article in *People* magazine, a futurist predicted that we'll have a woman president by the turn of the century.



Youngest Master Mariner on the New Year's Race was seven-month old Brooke Deragon. That's her with mom, Sheree.

Alcatraz to port, North Harding to port, then back to the finish at Aquatic Park. The conditions weren't exactly inspiring — 10 to 15 knots with more rain than not — but at least the flood came in later than published. "That was fine with us," says Diane Brendan on *Freda*. "Otherwise, we would have ended up out at Mile Rock."



The Corinthian Midwinter fleet sail-drifts past Yellow Bluff.

Well, we don't know about that, but we will concede that women have come a long way, baby, from the humdrum existence of soaps and housekeeping. You can tell that just by looking at who's out there sailing boats on the weekends.

Ten years ago, women crew were a novelty on race boats. Today, it's almost a novelty *not* to have at least one lady on the crew. A lot of the credit for putting them there goes to the Women's Racing Association.

WRA began in 1982. At that time, there were a few low-key "powderpuff" regattas going at various times and places through the season, but no organized women's racing. Gayle Fuetsch decided something had to be done about the situation, and in April of '83, she organized a core group of fourteen enthusiastic women. In November, they had their first open meeting.

"We billed it as a 'Come find out about WRA' evening," says Glenda Carroll, one of the original organizers. "But we didn't know if anyone would show up." By the time the program got underway, almost 200 people were packed into the Golden Gate YC. WRA has been going strong ever since.

Nowadays, WRA has nearly 150 dues paying members, and 20 to 30 boats competing in their own fall and winter series. (Vicki Sodaro on *Hot Spunk* just won the fall series overall.) They publish a quarterly newsletter and maintain their own crew list of boats needing crew and women looking to crew. In the summer, members can be found racing on boats in all Bay, ocean, handicap and one design fleets, as well as in major events like Big Boat Series. In 1986, they also coordinated the first South Beach Harbor Race, and will do so again this year.

One thing WRA needs for its continued good health is boats. "Most of us tend to rely on boats being loaned," says president Sue

Gombasy. She hopes several recently publicized suits don't change the good relationships WRA has enjoyed with both boat owners and yacht clubs these past four years.

If, as is likely, all goes as it has, WRA will be around for a long time to come. Maybe even until we have a women president. For more on womens' racing, call Sue Gombasy at 865-0957 or Sandi Harris at 922-6334.

Debugging the Handicappers

Here's one for you: What has three letters, is new this year and may radically change something close to our hearts? Well, okay.



WRA Fall Series champion Vicki Sodaro.

the IRS' new tax system. We meant close to our hearts as sailboat racers. If you guessed the IMS, you win a cigar.

Actually, the International Measurement System is only new out here on the west coast. It was created back east a couple years ago, and has seen limited use on East Coast and Great Lakes races. If all goes as planned, our own YRA (Yacht Racing Association) will start at least one IMS class of boats this coming season.

Chances are you've heard about IMS, but like us, don't know much about it. To find out more, we attended a January 15 seminar at the Oakland YC. What we learned is that we're either dumb as our

THE RACING

IMS AMENDED March 1986

YACHT: BLIZZARD
SAIL#: US-23712
CLASS: TARTAN

I CERTIFY THAT I UNDERSTAND MY
RESPONSIBILITIES UNDER THE IMS.

OWNER:

MR. ARTHUR UDELSON
1028 CLARENCE AVE.
OAK PARK IL 60304

COMMENTS

KCDA .000
ECM .000
WATER SG .000

PROP INSTALLATION				MAST			
FE	3.310	PHD1	.120	MDT1	.360	APH	.000
FA	3.310	PHD2	.120	MDL1	.610	APT	.000
FGOC	4.080	PHD3	.120	MDT2	.360	APB	.000
MAIN SAIL				MDL2	.610	APC	.000
IM	35.430	BL1	2.370	TL	.000	APD	.000
J	11.970	BL2	2.370	HBI	3.291	APF	.000
LPG	12.670	BL3	2.650	PC	40.250	APG	.000
LPIS	12.670	BL4	2.650	EC	13.750	APH	.000
FSP	12.670	BL5	2.650				
LF	12.670	BL6	2.650				
FBI	3.310	BL7	2.650				
IG	35.370	BL8	2.650				
BLIZZARD							
IY	.000	BY1	.000	MDT1Y	.000	HBY	.000
EB	.000	BY2	.000	MDL1Y	.000	HBY	.000
YSD	.000	BY3	.000	MDT2Y	.000	HBY	.000
YSF	.000	BY4	.000	MDL2Y	.000	HBY	.000
YSMG	.000	BY5	.000	TLY	.000	HBY	.000

TIME ALLOWANCES IN SECONDS PER MILE		TRUE WIND		OLYMPIC		CIRCULAR		LINEAR		NON-SPIN-	
GENERAL PURPOSE (LINEAR RANDOM 10)		WIND		LEEWARD		(6-LEG)		RANDOM		NAKER	
8 KT:		927.0		865.3		701.3		671.2		751.7	
10 KT:		789.7		749.0		617.8		598.8		657.4	
12 KT:		717.0		697.1		575.7		559.6		605.2	
14 KT:		670.9		666.5		550.2		533.9		569.6	
16 KT:		651.3		645.7		532.5		514.9		546.3	

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USYRU CHIEF MEASURER
FOX 209
NEWPORT RI 02840
OTHER MEAS: CURRIE

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INP PCVD: 5/16/85
ISSUED: 12/31/86
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USYRU OFFSHORE
BOX 209
NEWPORT, RI 02840
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CERT# 18505 SAIL# US-23712

YACHT: BLIZZARD

FORMER:

INCLINING TEST				LIMIT OF POSITIVE STABILITY:			
AW	40.0	A4D	16.420	APD	39.0	PL	1746.0
BW	30.0	B4D	16.420	BPD	78.0	RMC	508.3
CW	40.0	C4D	16.430	CPD	40.0	PM2	536.1
DW	80.0	D4D	16.430	DPD	20.0	PM20	453.7
						RM40	363.2

CALCULATED STABILITY				RATIO OF STABILITY CURVE AREAS, POSITIVE/NEGATIVE = 4.783			
HEEL IN DEGREES:	25	60	90	120	150	165	
RIGHT ARM IN FT:	1.263	1.968	1.542	.312	-.832	-.985	

MEASUREMENT TRIM				2ND MOMENT L3TH (LSM3)			
KEEL DRAFT (DHK)	5.92	7003	WETTED SURFACE (WS)	208.0			
DISPLACEMENT (DISP)	.494	PFOP PROJ AREA (PIFA)	.024				
SAIL AREA (SA)	9.45						
MAXIMUM BEAM (MB)							

SAILING TRIM (CREW & GEAR ABOARD)				RATED BEAM (P)			
SECT AREA MAX (AMS1)	3.94	4.28	SINK FORWARD (SKE)	-.02			
BEAM/DEPTH (BTR)	6.06	6.06	SINK AFT (SKA)	.28			
KEEL DRAFT (DHKA)	.00	5.28	WETTED SURF (WS)	225.4			
CENTERBOARD EXT (ECMA)			DISPLACEMENT (DISP)	8527			
REDUCED DRAFT (D)							

2ND MOMENT LFGTHS:				SUNK CONDITION (LSM4)			
AVG LENGTH (L)	28.57			26.95			
				28.95			
				28.77			
				31.54			

THE CREW LIMIT FOR THIS YACHT, IF IMPOSED, IS 0 PERSONS

SPEED AS A FUNCTION OF SAILING CONDITION

OPTIMUM BEAT				OPTIMUM RUN			
VTW	BTW	V	VMG	BTW	V	VMG	
8	45	5.293	3.729	141	5.212	4.051	
10	43	5.822	4.258	147	5.824	4.906	
12	41	5.958	4.465	165	5.924	5.720	
14	41	6.045	4.571	171	6.435	6.360	
16	41	6.117	4.632	173	6.898	6.852	
20	41	6.215	4.680	174	7.784	7.736	
REACH				REACH			
VTW	BTW	V	HEEL	BTW	V	HEEL	
8	6.663	14	6.621	5	5.657	2	3.848
10	7.055	24	7.172	8	6.485	3	4.730
12	7.278	14	7.642	13	7.313	3	5.605
14	7.578	20	8.029	19	7.494	4	6.320
16	7.769	27	8.306	25	7.972	5	6.326
20	7.983	28	8.672	29	8.875	10	7.707

Typical IMS printout. This one is for a Tartan Ten.

mother-in-law says, or this IMS business is a whole lot more involved than we originally thought. Since we recognized many of the 30-some attendees as some of the more experienced and educated sailors on the Bay — and many of them looked as baffled as we were — we'll assume the latter.

The premise, and the promise, of IMS is easy: make all boats equal so that only the skills of the skipper and crew determine who wins. If that sounds a little bit like PHRF, IOR and other handicap systems, it is. However, IMS seeks to take handicapping into the 20th century. No more building boats to beat a rule, or by-guess and by-goshing handicaps for existing boats. By using sophisticated measuring machines and modern com-

puters, IMS seeks to make all boats equally competitive with all other boats on all points of sail and in all wind conditions.

Unfortunately, how it does this is anything but simple. Bear with us why we attempt to explain how we think it works.

First of all, IMS measures everything on the boat but your wife's bra size, and probably that, too if she gets in the way. This is done by a special high-tolerance machine to insure accuracy. And we're not talking just LOA and waterline. The hull alone is measured at some 30 different stations. All the sails are measured, the spars are measured, the prop and its aperture are measured, the rudder, the keel — everything. Once it has all the numbers, a

computer program takes your boat out on a sail. It figures out the stability parameters of the boat, its loaded (with crew) and unloaded trim lines, even its optimum beat, run and reaching angles and speeds. Finally, it calculates the time allowances (seconds per mile) for your boat for all wind strengths and all courses. It then spits all this out on an 11x15 spread sheet with enough numbers on it to rendezvous two space shuttles above Mars.

Advantages to IMS: there will be no question of the "right" rating. For one thing, IMS is not a rating, it's a system, and your boat's numbers are your boat's numbers. They don't change unless you change the boat or your wife gets silicon implants. 2) There can be no "rule beaters," because everything (including IOR bumps) is measured and taken into account — tapering, bendy masts; ellip-



tical rudders; even keel winglets. 3) Once one boat of a one-design class is measured (about \$350 — \$500 for a custom one-off), all other stock boats rate the same. Unless they have different propellers, masts, etc. Then see number (2) above.

Disadvantages to IMS: 1) Probably the biggest one at the moment is how to think of it out on the race course. You won't go out there with a single number in your head like you do with PHRF or IOR, because your boat has different numbers for every different point of sail, course and wind strength. 2) Except for a general idea, you won't know how you're doing or how you've done against a specific competitor (unless it's a sistership) until the computer spits out the results. There will be no more "I give him X seconds per mile" or "He gives me X seconds." 3) To use IMS as it was intended would require constant monitoring of wind conditions on each leg of the course. At present, this would prove difficult, time consuming and expensive. It has been suggested that, for now, IMS racers assume 20-25 knots for all summer races. To which purists replied, "If the game's going to be the same, why jump out of one pond and into the other?"

In summary, don't worry about IMS displacing either IOR or PHRF any time soon. Opinions at the seminar seemed equally divided between pro and con. (Even if it does catch on, there will always be sailors who prefer other systems.) However, as long as we trust the number crunchers, it seems like a viable alternative to those unhappy with the present systems. It also seems like a logical step forward for handicap racing. Sure, it's new, and it's going to have a few bugs the first season or two, but what system didn't? Heck, lots of folks think the bugs not only stayed in the other systems, they have flourished to the point of establishing their own ecosystems.

For anyone interested in more on IMS, or on serving on a now-forming IMS committee, call Dick Horn at 284-2480.

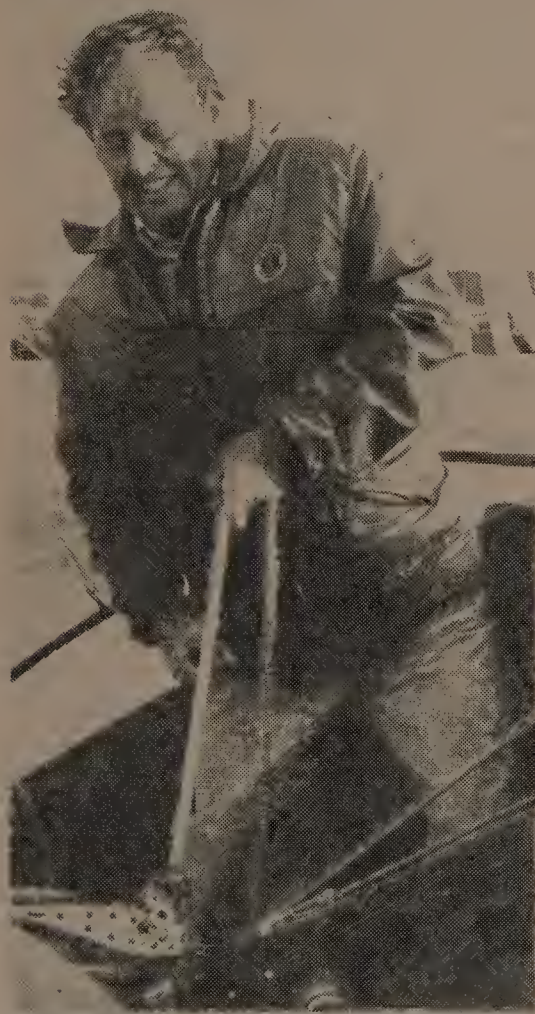
The Shape of Speed

The gentleman pictured here may be Australia's next national hero: Iain Murray. Those of you who have been following the America's Cup know who Murray is: the driver — and driving force — behind

THE RACING

Kookaburra III. To the surprise of many, Iain and *Kookaburra III* won the defender series, and will face Dennis Conner in the America's Cup races themselves, which start January 31.

Murray may not look like the most athletic guy in the world, but that's deceiving. The photo was taken several years ago during the Aussie 14 races on San Francisco Bay. Since the radical ultralight dinghies rely almost entirely on human ballast for stability, a lot of beef on the caprain and crew is a good thing. You *have* to drink cases of beer to remain competitive.



Jerry Langkammerer is one of a handful of skippers to dominate their one-design class.

By all accounts, Murray is a phenomenal sailor. In the 1984 Clipper Cup, he drove *Bondi Tram* to five straight walkaway bullets. One of the guys on the crew explained that Murray has a tremendous "feel" for the boat. "One time," the crewman said, "we were going along real well when Murray had us

tighten up a running back about an inch. Suddenly we picked up another .2 of a knot! He's incredible."

Besides being a fine sailor, Murray is said to be a great guy. He's kept cool through all the A-Cup hoopla — exactly what you'd expect from a national hero-to-be.

Bullets

Beginning racers usually start with modest goals: don't hit anybody, finish the race, round marks on the right side, beat somebody. Eventually skills are sharpened, boats are tweaked and you have a few victories to celebrate.

Need a new goal? Try to beat this one-design record by J.D. and Pat Vincent of RYC: Last season they won *all* their Hawkfarm races — except one they didn't finish. Beat that!

Their achievement in *Mercedes* almost jumped off the page when we reviewed the season's results recently. But a lot of other classes were dominated by one boat.

For instance, in the Olson 30 class,



BOC singlehander David White explains the fine points of winch maintenance.

JANUARY

Golden Gate YC

Has someone been using margarine out there? They must have, because mother nature was not fooling around for the January 4 GGYC Midwinters. The forecast was spot on: 185 degrees with firestorms. Not all sailors like to sail in this type of weather, but a few bold souls broke out the industrial strength Coppertone and went for it. Despite repeated warnings from the surgeon general, many still carried old style asbestos sails. As always, steam from evaporating sea water caused visibility problems, and there were a few rig meltdowns. As most racers will tell you, though, the worst part of sailing through a firestorm is trying to keep the beer cold.

EXPRESS 37 — 1) *Sleeper*, Tom Gettman; 2) *Mainframe*, Baldwin/Sapers; 3) *Ringmaster*, Leigh Brite.
KNARR — 1) *Peer Gynt*, Jim Skaar; 2) *Red Witch*, Craig McCabe; 3) *Kaereste*, Joe Casey.

TARTAN TEN — 1) *Abba Zaba*, Matt Copenhaver; 2) *Waverunner*, Krawiec/Campbell; 3) *Gammon*, Randy Brown.

IOR I — 1) *Skedaddle*, Reichel/Pugh 40, Lee Otterson/Ray Pingree; 2) *High Risk*, Smith custom.

Jim Mizell; 3) *Coyote*, Beneteau 1-ton, Irv Loube.
IOR II — 1) *Yucca*, 8-Meter, Hank Eason; 2) *Annalise*, Wylie 34, Paul Altman; 3) *Petrified*, Burns T/2, Levin/Moss.

PHRF I — 1) *Still Smokin'*, J/35, Don Trask; 2) *Windstar*, 3) *Rocinante*, Alex Mallacorto.

PHRF II — 1) *Absolute 80*, Wylie 33, Keith MacBeth; 2) *Power Play*, J/29, Peter Cunningham; 3) *Harp*, Mike Mannix.

PHRF III — 1) *Hot Flash*, SC27, Bren Meyer; 2) *Sundance*, SC27, Rob Moore; 3) *Jalapeno*, Express 27, Sam Beal/John Stewart.

PHRF IV — 1) *Magic Jammies*, Wavelength 24, Charles Witcher/Nick Rau; 2) *Accounts Payable*, IOD, Mark Pearce; 3) *High Frequency*, Wavelength 24, Craig Bell/Roger Merle.

PHRF V — 1) *Impulse*, Cal 2-29, Floyd Rector; 2) *Koala*, Newport 30, Curtis Rodrigs; 3) *Current Asset*, Islander 30, John Bowen.

PHRF VI — 1) *Freyja*, Catalina 27, Ray Nelson; 2) *Wahine U1*, Cal 25, Albert Saporta; 3) *Windjimmer*, Thunderbird, Jim Graham.

PHRF VII — 1) *Shazam!*, Santana 22, Bud Sandkulla; 2) *Windwalker*, Islander 36, Richard Shoehair; 3) *Sea Breeze*, Catalina 25, John Horning.

Sausalito Cruising Club

Expecting a forecast storm, the race com-

William Coverdale in *Killer Rabbit* took 10 firsts out of 12 races.

Everybody expects there to be a few hot-shots in every fleet. But we were surprised by how one-sided it is in some of these classes.

Here are some more runaway champs who riddled their one-design and wooden boat classes with bullets: Challenger — Richard Stuart in *Shay*, seven wins out of nine races; Ranger 23 — Don Wieneke in *Twisted*, eight wins out of 12 races; Coronado 25 — Ernest Dickson in *Ventura* seven out of eight; Bear — Scott Cauchois in *Trigger*, eight out of 15; Triton — Paul Wells in *Sleepyhead*, seven out of nine; Cal 25 — Edward Shirk, *Cinnabar*, six out of eight; and Folkboat — Jerry Langkammerer, nine out of 17.

Belated congratulations to you all.

BOC Update

Competitors in the BOC Challenge 27,000-mile around-the-world race began the Sydney-to-Rio leg January 18 after a layover for much-needed rest and repairs.



Two young Australians spend a g'day checking out the BOC fleet in Sydney.

The last to finish the 6,900-mile leg from Cape Town was Harry Mitchell, 62-year-old Englishman, who said he was "just happy to be here" after his 41-foot *Double Cross*

arrived in Sydney January 10. His time for Leg 3 was 55 days, 3 hours and 56 minutes.

"Here's to whatever is to come, because, by God, it can't be any worse than that," he said, raising a bottle of champagne. Mitchell said he encountered "perfectly horrible conditions" crossing the Indian Ocean. Battling

MIDWINTER RESULTS

mittee delayed the start of SCC's third midwinters for half an hour. Though the skies threatened all day, the rain never showed and the starts got off without a problem. Unfortunately, like in the two previous races, the wind never made much of an appearance, either. Several boats were unable to complete the 7-mile course by dark. Oh well, that's winter racing in the Bay.

2DIVISION I (PHRF 170 and below) — 1) *Blitz*, Express 37, George Neill; 2) *Sundance*, Santa Cruz 27, Rob Moore; 3) *Vorticity*, Olson 30, Jeff Gething.

DIVISION II (PHRF 171 and above) — 1) *Ruckus*, Newport 30-III, Paul Von Wiedenfeld; 2) *Gabbiano*, Islander 28, Chuck Koslosky; 3) *Huffin*, Cal 2-27, Jerry Olsen.

DIVISION III (Non-Spinnaker) — 1) *Peer Gynt*, Knarr, Kjell Skaar; 2) *Inshallah*, Santana 22, Shirley Bates; 3) *Amanda*, Newport 30 MkII, Jerry Rauber, George Yeckl.

COLUMBIA CHALLENGER — 1) *Osprey*, Jim Adams; 2) *Suzy Q*, Jim Van Blangan; 3) *Shay*, Rich Stuart.

GOLDEN GATE — 1) *Pajarita*, Bob MacDonald; 2) *Kuipo*, Chris Craft; 3) *Osprey*, Peter Sears.

TRITON — 1) *Skye Mist*, Paul Brent; 2) *Bolero*, Ely Gilliam; 3) *Misty*, Bill Woodbridge.

RANGER 23 — 1) *Shanghai Lil*, Joseph Boone; 2) *Twisted*, Don Wieneke; 3) *Snow Storm*, George Morris.

Corinthian YC

A couple of years ago, this club tried something different in midwinter racing. Rather than accumulate a whole string of results over five or six Saturdays, they decided to hold just two all-weekend events, with a dinner available at the club Saturday night. It was an instant success and the format is here to stay.

Unfortunately, no matter how well received a regatta becomes, you have to have wind to race it. And in that department, the first Corinthian Midwinters of 1987, held the weekend of January 17-18, was sadly lacking.

The Saturday start off Tiburon was delayed 15 minutes waiting for it, and all 120 boats in 17 classes finally made it across the line. Some found a little wind as they neared the main Bay, but for the vast majority, the whole day provided great no-wind

practice. They put up spinnakers, they put up drifters, they put up bloopers, they pointed north, south, east and west — and they all went the same direction at about the same speed on the ebbing tide. Only 25 boats managed to finish on Saturday.

Sunday was a little better. There was wind at the starting line, a parking lot at Harding, then enough wind throughout the rest of the course for most boats to finish before dark. No time limit for these races, though that may change next month. A couple of boats came in after dark, sans running lights.

These are cumulative results for both races. Where fewer than three boats are shown, that's how many finished in that particular division.

MULTIHULLS — 1) *Defiance*, Buccaneer 33 tri, Bill Maudru; 2) *Sundowner*, Buccaneer 33 tri, Joe Theriault.

PHRF I — 1) *Coyote*, Beneteau 1-ton, Irv Loube; 2) *Hana Ho*, Santa Cruz 50, Rolf Croker; 3) *Pazzo Express*, Express 37, Bill Ormond.

PHRF II — 1) *Think Fast*, Olson 30, Al Holt; 2) *Whipit*, Pyramid 30, Arnie Jonsson; 3) *Miss Con-*

THE RACING



LATITUDE 38 SARAH

40-knot headwinds he had trouble with his mainsail. It split along a seam, then came down when a shackle broke. On another occasion half the slides broke away from the mainsail track.

The leader of the 18-boat fleet at the end of the third leg was *Ecureuil d'Aquitaine* driven by Titouan Lamazou of France. Two

When the wind doesn't blow, waterline doesn't mean a thing.

other French boats, *Credit Agricole III*, and *UAP-MED*. *Sans Frontieres* were second and third, respectively.

The top American boat was Guy Bernardin's *Biscuit Lu*, in fifth place. Hal

Roth, sailing *American Flag*, a new Santa Cruz 50, is in 13th place. The only fatality in the history of the race occurred December 19 when Frenchman Jacques de Roux was apparently washed overboard.

Race Notes

Encinal YC's **Jack Frost** warm-up series begins January 31. This five race series is a great way to warm up for the coming season. If you miss the first race, you can still take part — just use that as your throwout. Succeeding races are on February 21, March 7 and 21 and April 4. Call EYC's Mike Sweeney at (408) 267-9435 for more information.

The **Big Daddy Race** weekend is coming up March 6 and 7 this year. This two-day, three-race affair has long been one of Richmond YC's most popular events, and one of the most fun IOR get togethers of the year.

JANUARY MIDWINTER RESULTS — CONT'D

duct, Olson 29.

PHRF III — 1) *Sundance*, Santa Cruz 27, Noel Wilson.

PHRF IV — 1) *Farr Out*, sloop, Wayne Kipp; 2) *Petrified*, Burns T/2, Levin/Moss; 3) *Pussyfootin*, Cal 34, Dick Horn.

PHRF V — 1) *Summer*, Cal 2-27, Paul Shinnoff; 2) *Smogen*, Pel T/4, Courtney Clarkson; 3) *Balzaphire*, Islander 28, Anthony Fisher.

PHRF VI — 1) *Amante*, Rhodes 19, 2) *Tension II*, Cal 20, John Nooteboom; 3) *Esea Rider*, Santana 22, Joe Schmidt.

NON-SPINNAKER — 1) *Limelight*, J/30, Harry Blake; 2) *Starbuck*, Black 500, Donald Bogart-Goring; 2) *Caliban*, Cal 20, Dave Green.

ETCHELLS 22 — 1) *Hob*, Duane Hines; 2) *600*, Hank Eason.

EXPRESS 27 — 1) *Abigail Morgan*, Ron Kell; 2) *Friday*, John Liebenberg.

TARTAN TEN — 1) *Gammon*, Randy Broman.

SOLING — 1) *Olive Oyl*, Kevin Riley; 2) *Gael Force*, Greg Barge; 3) (no name), Jim Bitter.

IOD — 1) *Quickstep*, Jeff Pearce; 2) *Prophet*, Henry Mettler; 3) *Accounts Payable*, Mark Pearce.

OLSON 25 — 1) *Fast Freddie*, Wyatt Matthews; 2) *Alchemy*, Joe Kirtman; 3) *Vivace*, Bill Riess.

ERICSON 35 — 1) *Wanderlust*, Bruce Munro; 2) *Rainbow*, Craig Brown; 3) *Perico*, Bill Lewis.

KNARR — 1) *Peer Gynt*, Jim Skaar; 2) *Wynnship*, Wynn Oliver; 3) *Wintersmoon*, Brian Kernitzer.

Metropolitan/Berkeley Midwinters

The best sailing weather so far put in an appearance for the third of four Metro/Berkeley midwinter weekends on January 10 and 11. Wind both days blew a

satisfying 10-15. This is winter, however, and the hazy sun couldn't take the edge off the bone-chilling temperatures. Layers of clothing and spirited boat handling kept most crews warm.

Many boats in this largest of midwinter series race both Saturday and Sunday, though there are no cumulative scores. Some will race in one-design one day and PHRF the next. Others race PHRF both days. And for diehard one-designers, the J/24 and Santana 22 fleets offer one-design racing both days.

The group from the office was back out to strut our stuff. We don't mean to brag, but we're getting quite a reputation on the course. All kinds of people recognize our boat now and we've gained their respect. Why, just this month several boats veered sharply away when they saw us maneuvering and we heard one crewman tell the driver to "stay out of their way if you know what's good for you." Our own fleet also stayed well out of our way — about 10 minutes ahead the whole race.

SATURDAY, 1/10

DIVISION I — 1) *Humbolt Pie*, Humbolt 30, Gilbert Sloan; 2) *Sparky*, Mull/Donovan 30, Bill McCluen; 3) *Tramp*, Farr 10/20, James Dumas.

DIVISION II — 1) *Swelt Dancer*, Santana 35, Jim

Graham; 2) *Wide Load*, Santana 35, Sam Bonavich; 3) *Absolute 80*, Wylie 33, Keith MacBeth.

DIVISION III — 1) *Mesmerize*, C&C 35, Todd Lee; 2) *Bloody Mary*, Santa Cruz 27, Franz Klitz; 3) *Waverunner*, Tartan Ten, Krawiec/Campbell.

DIVISION IV — 1) *Savoy Truffle*, 1/2-tonner, Peggy Hickman; 2) *Madhatter*, Wylie Wabbit, Colin Moore; 3) *Volatile Agent*, Moore 24, J.J. Durrett.

DIVISION V — *Unavailable at press time.*

DIVISION VI — 1) *Jubilee*, Ariel, Don Morrison; 2) *Roxanne*, Santana 22, Susan Hay/Mike Bruno; 3) *Artesian*, Islander Bahama, Ken Spear.

CAL 2-27 — 1) *Wanika*, Steve Wilson; 2) *Zephyr*, Bruce Nesbit; 3) *Bodacious*, John Ford.

EXPRESS 27 — 1) *Rainbow*; 2) *Desperado*, Mike Bruzone; 3) *Leon Russell*, Russ Johnson/Leon Daniels.

J/24 — 1) *Chicks Dig It*, Peter Young; 2) *Cigar Man*, John Kostecki; 3) *Downtown Uproar*, Wayne Clough.

J/29 — 1) *Polsticker*, Kirk Denebeim; 2) *Violation*, Noel Rades; 3) *Blazer*, Mike Lambert.

NEWPORT 30 — 1) *Achates*, Bill Schultz/Bob Shock; 2) *Mintaka*, Gerry Brown; 3) *Topgallant*, Frank Hinman.

OLSON 25 — 1) *F3Honey's Money*, Bob Evans; 2) *George*, 3) *Fastlane*, Norman Williams.

OLSON 30 — 1) *Saint Anne*, Dick Heckman; 2) *Think Fast!*, Al Holl; 3) *Killer Rabbit*, Bill Coverdale.

RANGER 23 — 1) *Snow Storm*, George Morris; 2) *Smokey*, John Nelson; 3) *Nightwind*, Richard Sloan.

SANTANA 22 — 1) *Buffalo Honey*, Lou Fields; 2) *Esea Rider*, Joe Schmidt; 3) *Hot Ruddered Bum*, Eric Fleberling.

The serious racing consists of two Saturday races which are scored cumulatively. The Sunday reverse-handicap event, which is the actual Big Daddy Race itself, is looser. In between is a terrific dinner and drinks time at the club, and breakfast Sunday morning. Overnight berthing is available and encouraged. For more, give race chairman Malcolm Gregory a call at 326-6484, or Harbormaster Rich Weirick at 234-6959.

The Marina Del Rey to **Puerta Vallarta** race will be in progress soon after this issue hits the streets. More than 30 boats, including almost a dozen maxi-sleds, will be vying for honors in this 1,125-mile biennial event. We'll have a complete report on how it all turns out in the next issue.

After the Puerta Vallarta Race, those lucky devils who have the time plan to join in the fun of the **1987 MEXORC** (Mexican Ocean Racing Circuit), which runs from February

SUNDAY

DIVISION A — 1) *Something Special*, Sovereign 33, Alex Tchick; 2) *Miss Conduct*, Tom Mason; 3) *Gemini*, Baltic 38, Dave Fair.

DIVISION B — 1) *Violation*, J/29, Noel Rhodes; 2) *Power Play*, J/29, Peter Cunningham; 3) *J-Spot*, J/29, Tom Fancher.

DIVISION C — 1) *Wave Train*, Olson 911S, Rick Caskey; 2) *Peppermint*, Santana 30/30, Larry Calhoun; 3) *Mistress*.

DIVISION D — 1) *Magic Jammies*, Nick Rau/Charles Witcher; 2) *High Frequency*, Wavelength 24, C. Bell/R. Merle; 3) *Loose*, custom, Jerry Fisher.

DIVISION E — 1) *Mona Too*, Catalina 30, Dave Halaby; 2) *Nada*; 3) *Hurrah*, Yankee 30, John Wright.

DIVISION F — 1) *Catalyst*, Catalina 27, Ed Durbin; 2) *Ill Sheets*, Sprinta Sport/Tony Soter; 3) *Don Carino*, Cal 2-27, Gary Albright.

EXPRESS 27 — 1) *UXB*, Pat Strange; 2) *Opus*, 3) *Lipstick*, Chris and Greg Hoff.

INTERNATIONAL FOLKBOAT — 1) *Svea*, Terry Manchester; 2) *Elska*, Lesta Nadel; 3) *Xanadu*, Tom Federico.

ISLANDER 30 — 1) *Promise*; 2) *F3Current Asset*, John Bowen; 3) *Antares*, Larry Telford.

ISLANDER 36 — 1) *Grumpy Dog*, Cindy Hessenbruch; 2) *Wind Walker*, Shoenhair/Borton; 3) *Prima Donna*, Eric Warner.

J/24 — 1) *Exocet*, Keith Milne; 2) *Dejavu*, Chris Perkins; 3) *Snow Job*.

SANTANA 22 — 1) *Roxanne*, Susan Hay/Mike Bruno; 2) *Soliton*, Mark Lowry; 3) *Bantana*, Lloyd Banta.

WYLIE WABBIT — 1) *Tuliwemia*; 2) *B.A.W.T.*, Mike Morrow; 3) *Madhatter*, Colin Moore.



Jim Denning's 'Montgomery Street' will participate in her ninth TransPac this July.

19 to 27. Jack James' Frers 54 *Jubilation* made a clean sweep of this series last year and he'll be back to try for two.

Entry forms have gone out for the **Newport to Cabo San Lucas** race. It begins on March 14, and the application deadline has been extended to February 21. A bunch of the sleds will come back up for this one, and Roy Disney's N/M 67 *Pyewacket* may finally break her maiden this race. NorCal hopefuls include Lawrence Doane's Express 37 *Morningstar*, Chuck Jacobsen's SC50 *Allure* and Scott Pine's Olson 40, *Notorious*.

And while we're on the subject of ocean racing, the 1987 **SORC** (Southern Ocean Racing Conference) is also beginning in February. Dates for this grand prix kick-off

race are: February 26 — Boca Raton Race; March 1 — St. Petersburg to Ft. Lauderdale Race; March 12 — the Lipton Cup; March 14 — Ocean Triangle; March 17 — Miami-Nassau Cup; March 20 — Nassau Cup. We'll have more on the SORC in the next issue.

Entries keep rolling in at the rate of four to eight a day, for the **1987 TransPac**. Requests for entry have doubled those at this point in 1985. At this rate, it seems like all the boats on the west coast will be entered by the May 1 deadline. The start is July 2. Among locals, Bill Lee has been busy getting owners of his boats together, and at last report, eight SC50s and all the 70s will be going. Making history this year will be 1985 winner *Montgomery Street*. This will be the ninth TransPac for Jim Denning's veteran Cal 40, and if we're not mistaken, that's a record!

With reports this month from Lt. **David J. Leach** in Southeast Asia; from Nuevo Vallarta and Marina Vallarta; from **Southbound** in Phuket, Thailand; from **Moon Dog** in New Zealand; from **Oceaneer** on a Tehautepecer; from **Harmony** in Zihuatanejo; from **Robin** and **Bennett** in Cabo San Lucas; and, **cruise notes**.

Southeast Asia Sailing USS Whipple (FF-1062)

Lt. David J. Leach
Ship's Navigator

I saw an article in the August issue which inquired about the ports of Singapore, the Malacca Straits, Thailand, India and Sri Lanka. I've never been to India, but I just returned from the other places mentioned — and a few others. I'd like to share what information I can.

But first, a little information on myself. I am from the San Francisco area and presently own the *Buccaneer 305*, *Indefatigable*, which my father and I sailed to Oahu in March of 1985. And without self-steering!

More recently, I sailed the boat back from Hawaii. I departed the Hawaii YC on November 19 and arrived in San Francisco 21 days later. Because of clogged fuel lines, I spent the last three days trying to make the final 50 miles to San Francisco — a distance which should have been covered in just eight hours.

Since I live on my boat as well as sail it, I therefore might have a little insight into the needs and wants of cruisers when outside their home environs. So I hope the following information helps.

Sri Lanka (Ceylon)

The approach to Sri Lanka from either the Bay of Bengal or the Indian ocean should be made with the intention of making Colombo Harbour, seeing as how the Northern part of Sri Lanka is untenable at this time because of the "civil war". Colombo Harbour has two entrances which are to the north of the harbor. I highly recommend that yachtsmen make the more southerly entrance due to its proximity to the lower basin and easier access. This entrance is at the end of a long jetty/breakwater and is well-lit at night. Caution is required when entering due to the large continuous swell outside the harbor which could easily beach the unwary mariner.

The so-called yacht club is located in the most southerly portion of the harbor. No

docking or mooring balls are available, so you'll have to anchor out. Fly your Quarantine flag and contact Colombo Pilot on channel 16 to find out where the quarantine officer will meet you. Upon entering you will notice that the chart you have (63233) is missing a large number of piers along the western bank of the harbor. These have been torn out and a new container terminal, not unlike Oakland's, is under construction.

Diesel is not available in the harbor unless 50,000 gallons can fit in your boat. So you'll have to use your five gallon containers and take a taxi (very reasonable) downtown. Only bottled water should be used unless you can make a deal with the local husbandman for a half-ton of fresh water. If you have a reverse osmosis watermaker, turn it off before you enter the harbor as the scupper puppies are very prevalent.

Upon anchoring, 11.9m, you will enjoy a good mud bottom with excellent holding. This is pertinent because Colombo is the only typhoon haven in this area with the exception of Diego Garcia. There is very little surge and the tide range is only about 20 feet.

If you want some nightlife, I recommend you take in the Hotel Lanka Oberoi for the night and visit the casinos and discos from there. The place is outstanding with a string quartet playing for your enjoyment each evening in the foyer. Also, the American and British Embassies are down the road, just in case. The local countryside is accessible via several tours or you can rent a car if you have an international driver's license. There are several golf courses around — if you like playing with cows in the fairways. If you are lucky, you might get a glimpse of Arthur C. Clarke.

But all in all, I do not recommend Sri Lanka for the cruiser. The facilities available are for merchants and the headaches involved with procuring even the most basic needs are not worth it. Instead, I recommend you go farther southwest to the Maldives. It's like the Caribbean in weather



and the type of people you'll meet. You will find the provisioning and fueling of your yacht much easier, and the atmosphere is geared more toward the westerner. If you want to make Sri Lanka from there, Air Lanka has many flights into Colombo at very reasonable rates.

Singapore

Singapore, as we all know, is an island with the Singapore Straits on one side and the Malay peninsula on the other separated by the Johore Strait. The cruise to Singapore from either the southeast, the east, or the west is very beautiful and usually quite calm. You should be prepared to power-sail a great deal going to and leaving the island if you plan on cruising there in the



summer.

Upon approaching Singapore, I highly recommend taking the Jahore Strait to the northern side of the island. Here you will find three yacht clubs located at Fairy Point, Loyang Jetty, and Tg Punggol. Each has a clubhouse with a small pier out front. No slips are available and the locals use mooring balls. Cruisers are in abundance and the clubs are very friendly and open to reciprocal usage of facilities.

Diesel water is readily available, as is McDonald's, Wendy's, K.F.C., Bank of America and all the modern conveniences you enjoy in California. Anchoring is the rule and the bottom is mostly mud with some rock. The tidal range is up to 3.3 meters so

The test of a good cruiser; being able to snooze through the hoisting of the anchor.

make sure you know when you anchored. The current will peak at three knots, so you can lay aside any fears of dragging anchor. Also, these inside waters are very protected and afford a good place for the long stay.

On entering the Jahore Strait, great caution must be exercised because of the amount of shipping through these straits. You should stay close to the Malay coast or the Sumatran coast. Don't worry about pirates, they're almost all gone now and the horror stories of the past are history. Or so the Singapore Naval Officers I talked to believe. I saw no reports concerning pirate

activity during my stay, so I can reasonably assure you of their absence. You will, however, see many large *bonka* boats which resemble junks without sails. Many small naval vessels patrol this area, too. Use channel 16 to call Singapore Port Control for quarantine information. I'm not sure where you go for inspection but am confident the procedure will be painless.

Once in Singapore, you'll fall in love with this very cosmopolitan city. Due to its status as a free port, the prices of virtually everything are very low. Electronics and tailoring seem to be the best buys. Fake \$6,000 Rolex watches can be had for \$20 to \$200, depending on the model and realism you want. Pirate tapes are also a big deal. At \$1.00 each, it pays to buy several. The pirate market for designer clothes is also big, with Polo and La Coste heading the list of things to get.

I highly recommend you include Singapore during your cruise. I believe you will find it to be a relaxing stay and a welcome glimpse of civilization — if you like that sort of thing. The people were very friendly, and the climate — with warm days and cool nights — is great.

Phuket, Thailand

Phuket, Thailand is an island to the south of the Thai peninsula and to the west of the Malay peninsula. It's about the size of Oahu. This is a great place for cruisers because there are so many small islands and the water depth near them is usually not much over 10 meters. The capital city of Phuket; a large bustling metropolis of about 250,000 which includes all the exotic smells prevalent in this part of the world. The outdoor fishmarkets abound and gold jewelry is very cheap.

Bypass this area and approach the western side of the island and make your landfall at the small resort town of Padang Beach. The holding ground is sand within a small bay, and has a curve reminiscent of Acapulco but is open to the sea. During the winter months there is no swell or waves on the long sandy beach, so getting to shore is quite easy. The summer months produce a small swell which culminates in a two to three foot break on the shore. You'll be all right if you have a rubber boat with at least a 10 hp outboard so you can get back out.

As I'm sure you realize by now, there are

CHANGES

no piers or jetties for your convenience, so all your provisioning will have to be done via your dink. Water can be obtained from the hotels through a hose which is clean; use your purification tablets anyway. Food is also readily available and very cheap. I highly recommend you spend some evenings trying out the many outstanding restaurants which feature the daily catches of both fish and crustaceans at reasonable prices. I had an eight-course meal which cost less than \$25.

The summer months see this town filled with visiting Aussies, New Zealanders, and many other westerners from the Southeast Asian area. The winter months are reasonably quiet and cheaper. The people of Phuket are representative of Thailand as a whole and are very friendly and hospitable. The tourist police are nice also and speak several languages to accommodate the wide variety of guests they host.

On the whole I highly recommend Phuket, Thailand. Its quiet atmosphere and reasonable affordability will make it a great place to spend a month or two. The only problem I see is that you really have no other place to go from here unless you plan on making for Africa or down to Sri Lanka and India.

— david j. leach

David — Hey, that was great! Thanks for the tips.

New Stink in Mexico Price Increase at Nuevo Vallarta But What About the Alternative? Marina Vallarta is Free

There are darn few berths in Mexico, so when the marina at Nuevo Vallarta opened two years back, cruisers flocked to it. While the facilities were either meager or "coming soon", the price fit in most cruising budgets: \$4 a night.

Latitude 38 and others did a pretty good job of getting the word around about Nuevo Vallarta, with the result that a lot of cruisers made plans for extended stays there this season. Unfortunately, when they arrived they had a shock in store for them. Very little if any improvements had been made — which was bad enough — but what really killed everyone's enthusiasm was the announcement of a tentative price increase to \$10 a night.



Lou, of 'Quiche Lorraine' and the Metro Oakland YC takes a siesta after a burrito binge.

Ten dollars a night for a berth in Mexico really nicks the cruising kitty, so a group of yachties — including Phil Graves and Ben Fredricks aboard *Sea-Mint* — got together and petitioned those in charge not to raise the rates.

Apparently, they were initially unsuccessful in their efforts. Gene Davidson, a Spaniard living in Mexico aboard a Hunter 34 he plans to bring to Race Week, reports that Nuevo Vallarta indeed started charging \$10 a night for a 25-ft slip. He also reports that there were few takers.

Davidson advises that most of the folks who had planned to stay at Nuevo Vallarta moved on down to Isla Iguana, which is the rip-rapped area behind the fuel dock in Puerto Vallarta's main harbor. The holding ground is good, and because it's so well protected, the water is always pond calm. Furthermore, transportation to town is right at hand and costs only about 15 cents if you take the bus. But what really appeals to cruisers is the price: it's free!

Subsequent to Davidson's telephone call, we received a letter from Don and Jan

Perkins of San Jose, who are currently in Puerto Vallarta aboard *Perkee II*, their Pearson 424. They report that the petition circulated at Nuevo Vallarta did some good, because as of January 12 the price was reduced to 20 cents U.S. per foot, per night. If our math is any good, that's \$8 a night. It's better than \$10, but not that good.

The Perkins suggest that some of the price reduction might be due to a letter circulated by the management of Marina Vallarta. Although not 100 percent certain, we're almost positive that Marina Vallarta and Isla Iguana are one and the same — the rip-rapped area behind the fuel dock in the main harbor. In any event, Marina Vallarta's open letter to cruisers reads:

"Do us all a favor!!

"Marina Vallarta, the only planned community in Puerto Vallarta, welcomes the first boat owners in its marina. This is the first year you can bring your boat all the way into our basin, and to celebrate, you can stay free of charge all through this season.

"You should also know that by the end of the year, Marina Vallarta will have more than 300 floating slips with running water, electricity, maintenance facilities, and all the services you would expect from a first class



TIPISI, PINEAPPLE HAWAII

marina! But nothing in life is free, so all we ask is that sometime during your stay you come in and find out more about our development so that you can spread the word about Marina Vallarta back home.

Welcome!"

The letter is signed by Federico J. Gaxiola and Manuel A. Safont.

Not surprisingly, many yachties have taken advantage of the welcome. The report we get is that there were 20 to 30 boats anchored there in mid January, and that life was pretty darn good.

"Competition," notes Don and Jan, "always helps".

Like a lot of other folks in Isla Iguana/Marina Vallarta, the Perkins were about to head farther south, but promised to be back up in La Paz "for Race Week and the Wet Buns contest".

— latitude 38 1/20/87

Southbound — N/A
Stephen Brown
Phuket, Thailand
(N/A)

Since last writing from Moorea, I've continued my singlehanded cruise to Samoa, Tonga, Fiji, Vanuatu, the Solomons, New

Guinea, Northern Australia, Indonesia, Singapore and Malaysia. Right now I'm up to the beautiful island of Phuket in the Andaman Sea. Here the northeast monsoon has begun bringing warm, dry weather and steady 10 to 18 knots of wind from offshore. This is the wind that hopefully will take *Southbound* across the Bay of Bengal and the Arabian Sea in the next few months.

You see, sometime after leaving French Polynesia last year I decided to go for the "whole schmeer" and do a solo circumnavigation. It's for that reason I went to Darwin, because I wanted to be able to cross the Indian Ocean this season via Cocos Keeling and Mauritius if the preferred Indonesia-India-Red Sea route proved too cumbersome because of bureaucratic hassles.

The problem is that yachts entering Indonesia need an Indonesian Cruising Permit. This much sought after piece of paper from Jakarta costs about \$125 US. That's a good chunk of money, but time is even more dear. Usually you have to wait about three months.

The easiest way to cruise Indonesia is by entering the annual Darwin to Ambon Race sponsored by the Darwin Sailing Club of Fannie Bay. Somehow the club is able to procure permits *en masse* for all the entries. Thus included in the entry fee for the race is a two-month cruising permit.

I hustled down to Darwin from Fiji in order to take part in the race, but arrived too late. Nonetheless, I decided to head home via the Med, so I took off for Bali with only a port clearance from Darwin.

I arrived in Benoa Harbor, Bali after a smooth ten-day sail from Australia. Once there, I asked for and was granted a 72-hour stay to repair my self-steering. My stay was extended twice after I directed \$40 US to the Immigration officials who had previously confined me to my vessel. Nevertheless, I was still required to report to the navy every few days and give a progress report on my 'repairs'.

Bali is most enchanting, although totally overrun by Australian tourists. Just a short ride from Denpasar are magnificent temples, rice fields and good surfing beaches. And there are friendly people everywhere.

Benoa Harbor itself is completely enclosed and safe. Because of the close scrutiny of the navy, security is no problem whatsoever.

But even with a cruising permit, there are five different government branches a cruiser has to deal with — coming and going. Oh well!

After ten days in Bali, I sailed through the Java Sea, past the southwest tip of Borneo, and up the Karimata Strait to Singapore. It was not a swift trip, with one 60-mile day after another in just four to eight knots of variable breezes. Fishing boats were everywhere along the way in this shallow sea. Some were even anchored or tied against fish stakes as far as 50 miles offshore. I discovered that Indonesian fishermen won't bother to show running lights until a collision is imminent.

The amount of commercial shipping on the approach to Singapore is unbelievable. In the final three hours I counted 18 tankers, four bulk carriers, one supertanker and three tugs with tows. These passed on all sides of me in the Singapore Strait. And this was just the westbound approach lane! At night, too!

While anchored off the Strait and awaiting the tide to turn, *Southbound* was rammed by a gunboat I assumed was from Singapore. Only later when I went to report it to Port Control did I discover that Indonesia con-



"Two girls for every guy": the odds are at least that good in Thailand.

trols the southern half of the Strait. My boat suffered a 48-inch crack in the teak caprail from these assholes.

I spent three weeks in Singapore, mostly refitting and getting the anchor chain regalanized. Singapore is totally devoid of any local color. The high-rise office buildings, housing projects and an ambitious mass transit system testify to the wealth extracted from the refining and shipping of Indonesian oil.

If anyone is planning to sail to Singapore, they should not repeat my mistake and anchor in the main quarantine anchorage along with the 50 or so other commerical vessels waiting pratique. Rather, go directly up the Johore Strait to Changi, anchor or moor your boat, then head ashore for a shower and a few beers. The following day you can take a bus to town.

If you don't choose this alternative, you and your boat will suffer needlessly in the main commerical anchorage as endless police and Customs boats come alongside. The Port Authority is simply not geared to handle pleasure yachts and will hopelessly ensnarl you if given the chance. The government-owned Changi Sailing Club, on the other hand, will show you the least painful approach to clearing into one of the largest ports in the world.

Departing Singapore, *Southbound* struggled for 17 days up the Malacca Straits before reaching Phuket, Thailand. Actually, only the first two weeks were really lousy as the wind came right on the nose at up to 25 knots. Furthermore, the current was usually adverse, although it does reverse itself in the lower Strait. It pays to study the tide and current tables, just like San Francisco Bay.

In any event, what the cruising sailor — particularly the singlehander — will notice first upon dropping the hook at Phuket are the girls. That's right, girls! Girls everywhere, especially at the more tourist oriented anchorages. What was in terrible short supply in French Polynesia is here in beautiful abundance.

Booze, however, is extremely expensive. So much so that it almost pays to pursue other vices! At least that was my thinking until I discovered the local Mekhong whiskey, which runs about one quarter the cost of the cheapest imported stuff.

After a New Year's recovery, hopefully I'll have the strength to pull myself away. I must get up to the Red Sea while there's still a possibility of southerlies to Port Sudan. Then

the uphill slog begins.

— stephen j. brown 12/17/86

Moon Dog — Cal 39 Steve, Nancy and Xan Opuia, Bay of Islands (Portland, Oregon)

Season's Greetings from Down Under! We've been spending the holiday season in the land of *Kiwi Magic*, fanatical sailors, plentiful food and lots of sheep. We're in Opuia, Bay of Islands, New Zealand. And it's so good to be here among the super friendly, English-speaking folks.

It's hard to believe, but this has been our third Christmas 'out'. We've logged 7,000 miles since we last celebrated Christmas in Cabo San Lucas. If you realize that under good conditions we average the same speed as a jogger doing 10 minute miles, you'll begin to appreciate size of our journey.

Our passage from Mexico to the Marquesas was just under 19 days. After leaving French Polynesia in August for Nuie, we had 36 hours of 35 knot winds and very sloppy seas. Nancy became very seasick, so after having an active Xan in one hand and the ham radio mike in the other, we decided that maybe we needed an extra crewmember for future passages.

Incidentally, for those planning to sail with young children, our experience has been that it's difficult, but certainly not impossible. We suggest you make sure the child has a child-proof place of their own, as well as a harness and tether so they can have freedom of movement on deck. Our Xan is 14 months old and a real deck monkey.

Nuie, with only 2,300 people is the smallest independent country in the world. We spent six delightful days there although it's an open roadstead.

We spent the next 2.5 months at Tonga, the beautiful, friendly south sea islands of our dreams. The enclosed photo was taken in the remote Hapai Group, with Nancy and I wearing the *Pareaos* that are the traditional garb. The trident shell next to Nancy is something she picked up free-diving in 25 feet of water. We ate the former owner, who tasted like abalone.

For the eight-day sail to New Zealand, we had 21-year-old Cathy Roberts, daughter of our cruising friends on *Aetheria*, aboard as crew. Boy, what a help!!! Always a



tumultuous passage, we had everything from calms to a gale on the nose, the latter requiring us to heave for the first time.

After two years in the tropics, New Zealand came as a cool relief to us Portlanders. Daytime temps reach the high 70's to low 80's, but at night it's nice to have a blanket. Both sets of parents will be visiting us here, so we're getting a car to tour the country. *Moon Dog* needs some maintenance, and with two N.Z. dollars equaling one U.S. version, this is the place to do it.

Our daughter, Alexandra, will also benefit from some land time. She doesn't quite walk yet, but can stand alone and climbs like a monkey. It's amazing to see her in full harness standing at the lifelines, cranking at the winch handle, laughing to the wind as we sail along.

In March we begin the 8,000-mile journey



'home'. We hope to be back stateside by September 1. We'll probably put the boat up for sale then and resettle in Reno, close to the mountains we love — but not too far from the sea.

— *steve, nancy and xan 12/17/87*

A Tehautepec'er Oceaneer — 37-ft Searunner Tri Rich and Tamara Tate (San Francisco)

Since it's nearing that time of year when many west coast cruisers start making their way south toward Costa Rica and Panama, I thought our experience last spring might help those still in the route-planning stage.

We left Zihuatanejo on March 15 bound for French Polynesia via Cocos Island and the Galapagos Islands. Our only significant weather concern was the possibility of encountering a 'Tehautepecer', a severe

When the hurricane season hits the South Pacific, North American cruisers seek refuge here, in Opuā, Bay of Islands, New Zealand.

Norther that occurs during the winter months in the vicinity of the Gulf of Tehautepec. According to the *Pilot*, a Tehautepecer can reach Force 10 to 12 (48 knots to hurricane strength) and may last from a few hours to a few days. It also says they "may be felt as far as about 100 miles from the coast in the region of the Gulf".

The last point is important, because it was the major reason we decided to take the offshore route. By giving the Gulf of Tehautepec a wide berth, we figured we had a good safety margin in case a gale whipped up.

After leaving Zihuatanejo, we had drifter conditions for four days. The seas were glassy, the skies blue, and after those four days we were 290 miles south of Salina

Cruz. As we went, we checked in with Manana Net weather and got the weatherfax charts aboard *Oceaneer*.

Having gone so slow, we were hoping for a bit of wind to speed us on our way. Well, we did get wind, but it was too much and lasted too long.

It was on that fourth afternoon that we got 20 knots from the southeast. We were delighted to have found some wind, but the next morning's weather revealed that a Tehautepecer of 45 knots had started blowing. Having been on a reach, we cracked farther off to a course that would take us below Cocos Island. We also reduced sail to keep from making too much westing. At the time we had 30 knots of wind.

The following day the weatherfax showed that the Tehautepecer had been upgraded from a gale to a storm and was packing winds in excess of 55 knots. Now over 400 miles off the coast, we were down to just a staysail and were running before it 90 degrees off our course. Our intention was to continue jogging ahead slowly, letting the storm blow out in a day or so.

But the winds and the seas continued to build in the following days. On the third day we took the staysail down and decided that we'd gone too far west to ever sail back to Cocos Island. Maybe, just maybe, we could make the Galapagos if the winds blew out by the following day.

Well the winds continued to blow for *eight* more days! Four of those days we were under bare poles and we averaged 120 to 140 miles per day. The fifth day of the storm was the most frightening day of our lives; the seas had increased tremendously, and every hour or so a set of gigantic mountain ridges would march on by. We could see these waves from hundreds of yards away. When overtaken by one, I could see down along the trough on either side of me for a considerable distance.

It was on that day that I had to hand steer continuously for 26 hours because the Autopilot 3000 could not anticipate which direction to correct when the boat started to surf. Tamara did not steer because she felt she could not react fast enough and we might end up broaching. But even with me steering, we sometimes surfed diagonally down the waves, hitting as high as 16 knots on several occasions. By the way, *Oceaneer*

CHANGES

is a 37-ft cutter-rigged Searunner trimaran with a centerboard. The centerboard was pulled up for running downwind. We'd only put sail up when it prevented us from getting pooped.

One wave top landed in our cockpit, some 17 feet forward of the transom. Seawater found its way virtually everywhere down below, but miraculously not a drop hit the navigation area where the SatNav, ham and autopilot are all located.

So what's the point of this? To tell everyone to carry a parachute sea anchor or to be prepared to head on to the South Pacific? Actually, it's just to let everyone know that in all practicality they can't get far enough off the shore of the Gulf of Tehuantepec to avoid the influence of a Tehuantepecer. It's better to hug the beach. Enough said.

So here Tamara and I are, 13 months after leaving California, in a snug anchorage at the Bay of Islands, New Zealand. The sailing for the balance of our trip through the South Pacific has been shitty. It's not the wind, but the uncomfortable cross seas and swells that seem to have been ever present.

But this sailing life is crazy. When I'm out there on the big ocean getting bashed around, I swear I'm not going to sail again. But then once we get to port like the Bay of Islands, I'm having the greatest time sailing throughout the islands.

— rich and tamara tate 12/27/86

Zihuatanejo Update

Harmony — Vancouver 42

Tom and Shirl Maxson

(Redwood City)

The day in Z-town starts when the predawn Rooster Net convenes well before 0430 (*mas o menos*). By sunrise the general excitement among our two-legged friends leads to much doubling and walking on one another. This revelry is followed by some band practice at the local Mexican naval station. By 0800 the village is wide awake, with sportfishing boats going after marlin, sailfish and dorado; with *pangas* shuttling across the bay to *playa las gatas* and with shopowners displaying their countless articles. Then there's the sturdy Indian women and their beautiful black-haired children, offering toys, silver and coral jewelry, and hand-painted ceramics to the tourists who've come over

One of the pleasures in life; having a sundowner in a cafe at Los Gatos beach, watching the sun drop beneath the spreaders of your boat.

the hill from the hotels of Ixtapa to see "the real Mexico".

As least once a week, a cruise ship drops anchor in the bay. As their passenger-laden launches approach shore, vendors hurriedly set up additional displays while taxis line the *muelle*.

Only during the hottest part of the day, 1400 to 1600, do activities slow down. After *siesta* they resume with mariachi and marimba bands strolling from one restaurant to another. It continues late into the night.

Such is the typical day in tranquil Zihuatanejo.

We took *Latitude 38's* recommendation and headed south right away to where it's warm. The only stops we made between San Diego and here were five days in Cabo to celebrate Christmas in the company of 13

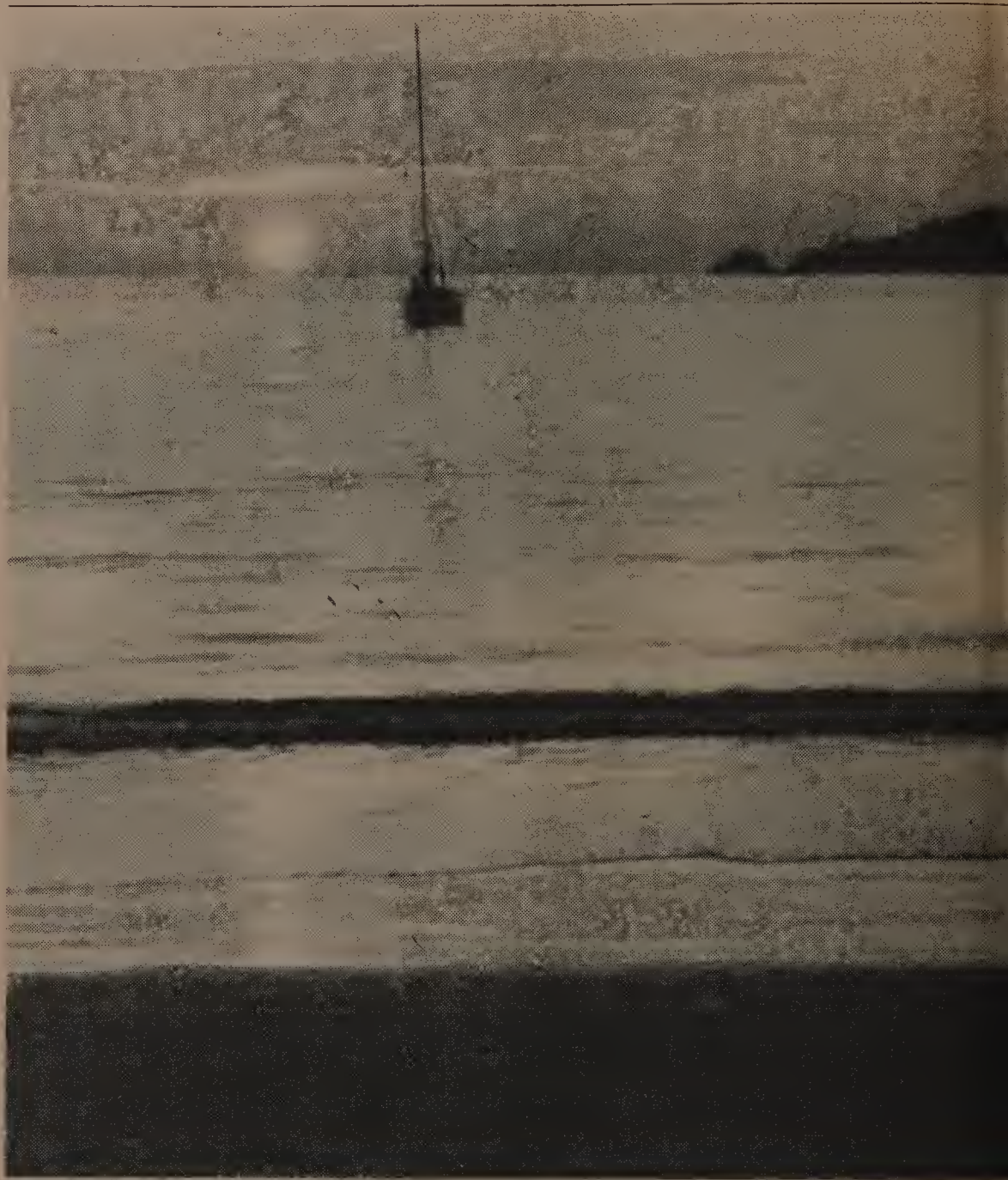
fellow members of the Peninsula YC, Sur Branch, after which we sailed to Las Hadas for two days and New Years.

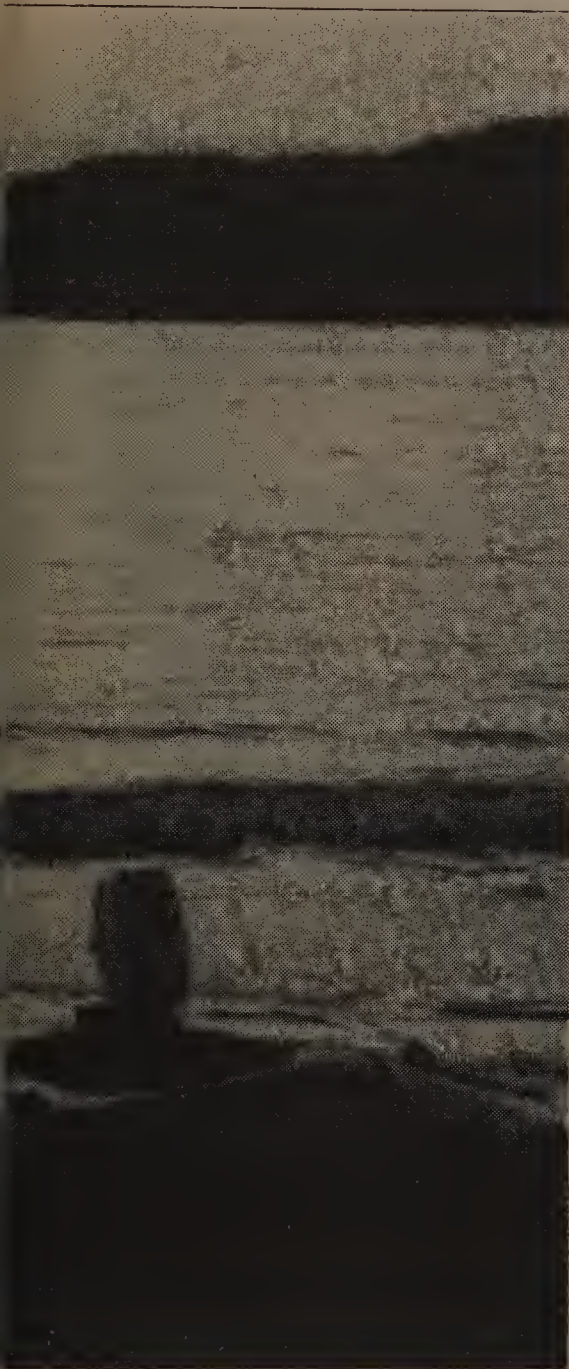
Mostly the wind has been light. We enjoyed some exhilarating sailing between Cabo Corrientes and Manzanillo, where we hit hull speed under double-reefed main in 35 knots of wind. Other than that, it's been a quarter of the time sailing downwind in light air, and three-quarters of the time using the iron spinnaker.

As it's only January 14, it's a bit early for the crowd of boats to hit here. There are just 14 boats in the anchorage.

Many of the details from your 1985 article are still accurate today, although more coconut groves in Ixtapa have given way to hotels. There is also some evidence that work is being done to the earthquake damaged hotels.

Back here in Zihuat, there are now three "Fred Flintstone" travel-lifts hauling boats





LATITUDE 38/RICHARD

out on the beach. And prices have apparently skyrocketed from the 25 cent *comida* of yesteryear. A breakfast of scrambled eggs, beans, tortillas and coffee now runs about 1000 pesos, or about \$1.10 U.S. at La Sirena Gorda. A dinner of fresh dorado *veracruzano*, salad, rice, and a couple of beers is now nearly \$5 at Punta Arenas and Elvira's restaurants. A comparable meal at the fancier Mesa del Capitan may easily run twice that. Rubin's still serves the wonderful hamburgers. And should you catch an amoeba from all this eating and drinking, Streptomagma is available for a little over a buck at the local *farmacia*.

It's said that conditions are very difficult for the poor, yet we see less hands-out begging here than in the big cities. Yet extremely resourceful street vendors abound. When we declined her pitch, one Indian girl suggested her necklaces "for your mother-in-law". It was a particularly humorous approach as the

items were of terrible quality.

Still the best place to land your dinghy after braving the three inch surf is the pepper tree that is guarded by the navy. Theft totals to date in Z-town consist of a sailboard stolen from the stern of a cruiser and a brand new dinghy stolen from the far side of *playa principal*.

While wandering near Coconut restaurant, we bumped into Cecilia, a congenial young lady who divides her residence between Zihaut in the winter and San Francisco in the summer. After giving us a number of tips, she invited us to her daily exercise class on the beach. For those interested in scuba diving, she suggests a run across the bay to *playa las gatas*. It's an interesting beach with 13 different commercial enterprises strung along the white sand, all of which understand cruisers. They have no piped water, and must live with whatever they can ferry across from the faucet under the pepper tree downtown.

Two spots we'd like to note for cruisers:

The first is Hernando's Hideaway, operated by Ellen and Owen Lee, which sits on the southwest point of the beach. Owen is a former San Franciscan who arrived more than 20 years ago. The Hideaway is about an 85-ft Thames river barge that had foundered here. Ellen is a trim 58-year-old former sky diving champion.

We happened to meet the two on Ellen's birthday, intending to pick Ellen's brains about diving. The Hideaway and Short Snort Bar were scheduled to open in mid-January. They'll also rent bungalows, have a nine hole golf course (all sand traps), and will offer the best snorkeling in the bay. We saw a zebra moray and a tiger reef eel among other things.

Owen, who has written a couple of books on diving, then took us over to our other recommended spot, Carlo's scuba on *playa las gatas*. It's operated by Jean-Claude, a Frenchman. For about \$20 his *panga* will take you out diving if you have your own gear. Twenty-five dollars if you rent their gear. Additional dives are \$10 each. Carlo's is a professionally run business with honest air fills, up-to-date equipment, and an emphasis on safety. They also have an excellent stereo and a wide selection of music for those post-dive beach parties.

Other Northern California boats in Z-town

while we were there include: *Vixen*, with Craig and Scotty; *Essence*, a trimaran with George and Leila; *Moria*, another tri with Cory and Karen; *Tamara*, a GB 42 with Bert and Marilyn; *Malaya*, with John and Tana; *Gallant*, with Bob and Melcena; and, *Meridian* a Santa Cruz 40 whose crew we don't have the name of.

— tom and shirl

Tom and Shirl — Ah, Z-town! What we'd give to be there on a boat now.

Mexico Cruiser's Survey Robin Winburn, Bennett Woll (San Francisco)

We flew to Cabo San Lucas for a week of sun and fun, but also to meet with some of the cruisers and gather information about our hope-for future Mexico cruise. We took a carton of December *Latitude 38*'s as a means of introduction, and wore our Roving Reporter t-shirts as a means of identifying ourselves as Bay Area representatives. We checked the information in the November *Latitude 38*, and have a few updates.

Patti's restaurant is still a rip-off, and the chicken dinner is now up to 7000 pesos. Of course, the peso is down to around 900 to the dollar now. (Mexico hint #1 — the exchange rate changed from 885 to 905 in a week. Don't change any more dollars than you need to — you'll get more pesos next week. Most cruisers change no more than a week's supply at a time.)

The Broken Surfboard is still the best place — price and quality — for breakfast and lunch and local info, but most of the clientele is fishing boat crews rather than sailors. The bulletin board there is the local English public address system.

Across the street from the Broken Surfboard is the true headquarters for the cruising fleet. The sign says Papi's Ice Cream, but it's really a full deli. The owners are Gilberto and Karen Oyonguren, and Karen's chili recently took first place in the First Annual Chili Cookooff (sic). Karen and Gil run the local VHF cruiser net with roster call-ins Monday through Saturday at 0800. Papi's has a magazine and book library with a lot of back issues of *Latitude 38* available. They also are the organizing force behind the regular cruiser potluck parties. Good folks to meet and know.

CHANGES

Wandering along the marina seawall, we saw a number of Bay Area boats and offered them copies of the December issue of everyone's favorite sailing magazine. They all jumped into their dinghies and pulled/rowed/motored to shore for them. We then asked questions and chatted. Some of the folks we met were:

✓ Curtiss and Barbara Bryant with their two children, Erik 9 and Alicia 8 months, aboard *Sunshine*, a Rafiki 37.

✓ Brian and Sandie Hanner with Justin 7 and Jennifer 11 aboard *Pegasus*, a Tayana 37. Jennifer has promised to write a story for *Latitude 38* so she can qualify for a (pink, please) Roving Reporter t-shirt.

✓ Frank and Evie Eaton aboard *Zephyr*, a Pretorian 35.

✓ Bill and Sue Nork on their *Valiant* 40.

There were many others whose names we didn't write down. Here is a rough synthesis of their answers to our inquiries:

Most boats had two adults and many had two small children as well. Boats were 35 to 40-ft and either sloop or cutter rigged. Most had Loran, SatNav and radar, of which everyone said radar was the most important. Loran doesn't work south of Ensenada, SatNav seemed overkill, and radar was a god-send — both for navigation and safety in the fog. One fellow reported that if it hadn't been for the radar, his wife wouldn't have stayed with him. Several boats reported difficulties with SatNav.

A major issue to everyone was battery power and recharging. The electrical systems on some boats were amazing. Almost everyone had refrigeration, a television, a VCR and a large supply of tapes. One boat had two VCRs so they could duplicate borrowed tapes. Two boats said that even in the worst storms they'd been in, their kids stayed below happily watching reruns of Saturday morning cartoons.

All this electronic gear requires a lot of recharging capability. Solar panels are quite popular, with four panels being the most common number. Wind generators (both loved and hated), trailing generators, and putt-putts were also seen.

Everybody had an autopilot and several had windvanes as well. No one reported any difficulty with the autopilots, but several had problems with vanes. The only negatives we heard about self-steering gear

had to do with the need to trim the boat precisely for the autopilot to work and the inadequate performance downwind.

The most common method of reaching Cabo was port-hopping all the way down. Many reported that they had been able to do it with not more than two overnights at sea. That allowed people not used to cat-napping to get by with three hours on, three hours off night watches without disrupting their systems. Everyone had had a different experience with weather on the way down, from serious gales to having to motor all the way. One couple brought a third hand along just for the trip to Mexico.

Dinghies were almost always inflatables, for ease of storage at sea. The common agreement was that the outboard should be as powerful as possible, consistent with the rating of the dinghy and the crew's ability to lift the motor aboard the yacht for stowage. We saw motors in the 5-10 hp range. No one was still using a 2 or 3 hp model, although several had started their cruises so equipped.

We asked people about their cruising budgets. Most said they were expecting to spend between \$6,000 and \$9,000 a year. The lowest was an English couple who have been in Mexican waters, mostly around La Paz, for 12 years. They said they average \$250 a month — including everything. At the other extreme was a couple who were spending \$250 a month just for a mooring buoy at Cabo San Lucas.

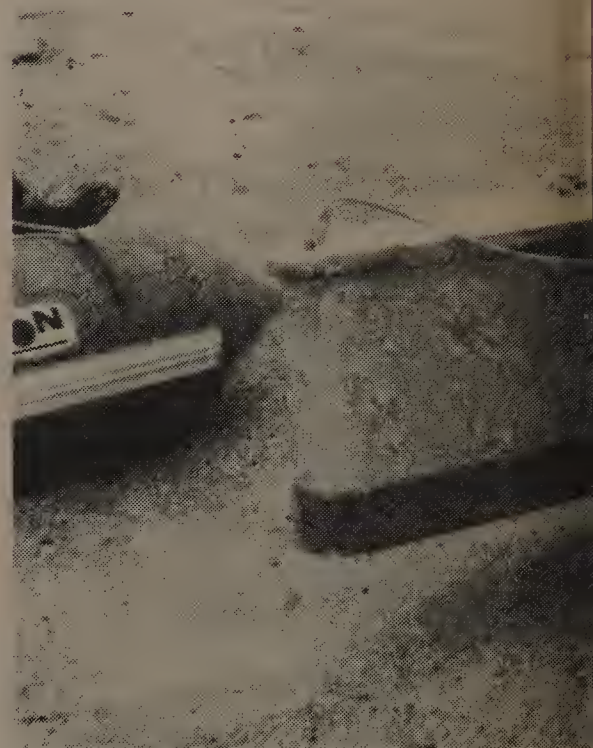
Where were they off to? Some said they were just spending the winter in the Sea of Cortez, some were going to visit the entire Mexican coast, some said Central America. Two boats which met for the first time in Morro Bay decided to stay together and buddy-boat for the next two years. They were debating whether to go to the Caribbean or the South Pacific. Whatever they end up deciding, we know they'll have a wonderful time.

P.S. Thanks again for the magazines, they're a wonderful way to meet boat people.

— robin and bennett 12/26/86

Cruise Notes:

Ouch! In mid-January Hurricane **Tusi** ravaged the Manua Group of islands in American Samoa. Winds of 110 mph in-

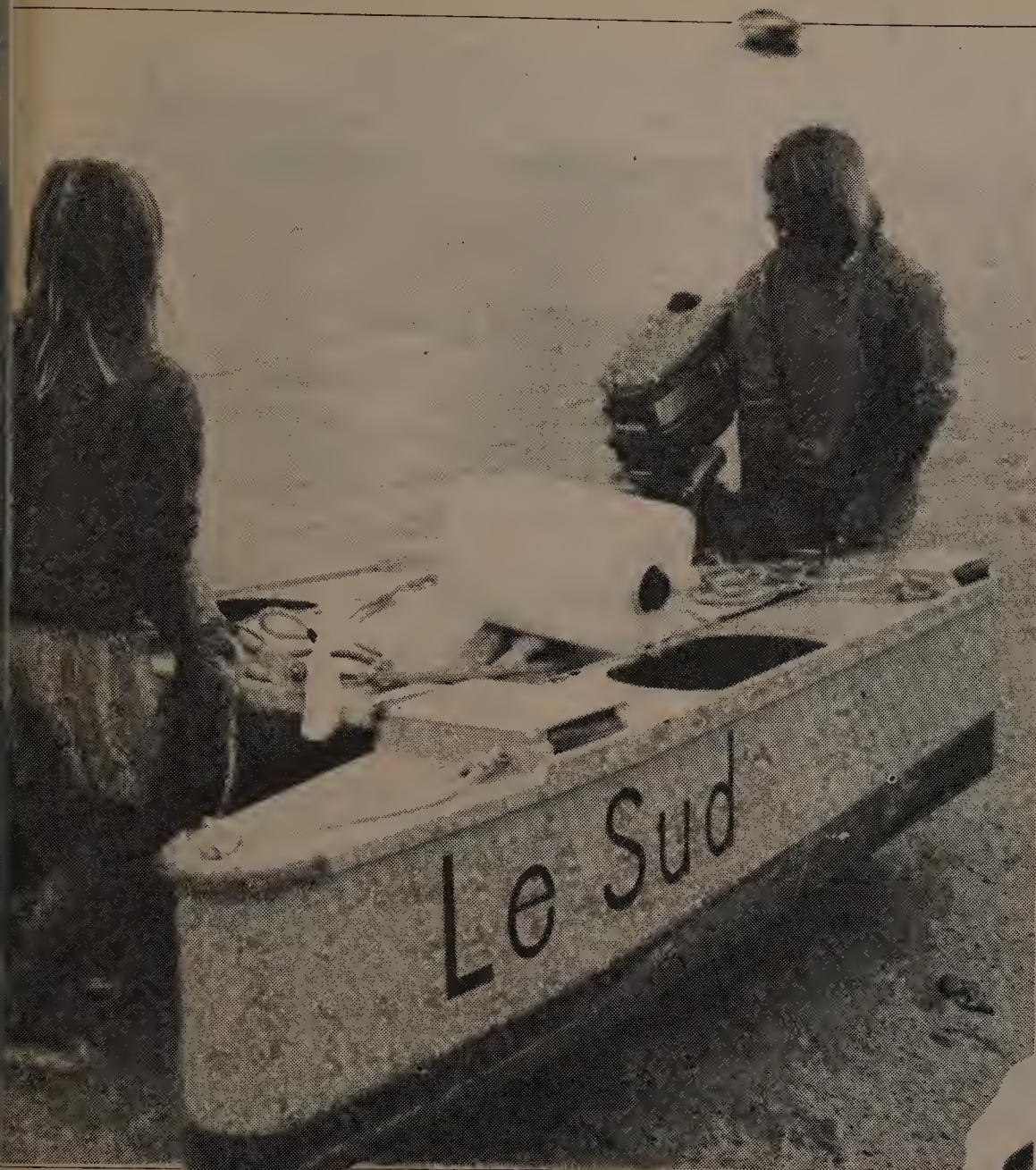


jured over 100 people, as walls were blown down and furniture flew through the air. In the hardest hit areas, some 60 miles east of Pago Pago, 95 percent of the homes were flattened and coconut trees were denuded. This is the hurricane season for that part of the world.

It sure is! We just received the following report from Earl Hinz:

"On January 2, hurricane **Sally** laid waste to a large part of Rarotonga in the Cook Islands. Ninety mile-per-hour winds and 30-foot waves destroyed 80 percent of Avarua, the waterfront and commercial center of Rarotonga. It's said to have been the worst hurricane in Cook Island history. Practically all of the cash crops were wiped out and the island's economy has been set back many years.

For two years now cruisers have been waiting for the Rarotonga Harbor to reopen to yachts. Because of the hurricane this will not happen this year. The new 70-berth marina was demolished. It was no wonder that Rarotonga refused entry to cruising boats during the months of November through April in past years. Boats wanting to



TERESE PENCAK SCHWARTZ

The French, they always have to do things differently.

visit the Cooks this year should go to Aitutaki, Penrhyn and Suvarov, the latter of which now has a resident administrator."

Incidentally, the new, revised version of Earl's **Landfalls of Paradise** should be available now at your favorite nautical bookstore.

While we're still on the topic of hurricanes, we should all be thankful we don't live in an area where they get a lot of them. What do we mean by a lot? Our old buddy **Doug Wilde**, who spent several years as captain of *New World* in the Northern Marianas, reports that once they had five separate hurricane threats in one week! "Random balls of trouble," he called them.

Old friends of Doug's should be delighted to hear that he's doing well, suffering no ill effects from a hernia surgery performed by a female physician in Palau. It was a little over a year ago that Doug left the Northern Marianas for Palau with *New World*. The charter business hasn't really taken off there either, as the number of tourists is low.

"Mostly wealthy German bankers, Italian industrialists, adventurous Japanese, and some scuba divers." Doug did one government job, taking stuff to the little island of Tobi, one day north of New Guinea. Getting that job was sort of a fluke; the only reason it happened was because the government boat couldn't find the island. It couldn't find its way home, either. Tricky currents.

Boats very rarely call on Palau. One of the few he's seen is *Edna*, a cargo carrying sailboat that recently brought a load of rosewood and teak to San Francisco from Thailand.

Palau is one of those United States Trust Territories that is undergoing a rearrangement with the United States government. Actually, it's holding up the resolution of a compact between the United States and scores of Pacific islands because it has a no-nukes provision written into the constitution. The United States is balking at it, so an agreement hasn't been reached. The result is none of the compact islands are getting the money they rely on from the U.S. government.

While not many yachties stop in Palau,

Wilde recommends it highly. The anchorages are good and well protected. You can sail inside the coral reef and the few coral heads are easily seen. *New World* draws ten feet, but Doug's only bumped bottom a couple of times. Another nice thing about Palau is the hurricanes — or lack of them. There hasn't been one in 20 years.

The big drawback with Palau — and a lot of Pacific islands — is the lack of mental stimulation. Doug can always tell when he starts getting "nated out"; he begins speaking in broken English.

The **Perlas Islands** off the west coast of Panama are among the most popular cruising areas in Central America. But not for everyone.

According to Nick Coates of the Peterson 44, **Expectation**, not long ago Joyce McClinton had her trimaran, **Galadriel** anchored off one of the Perlas Islands. While she was ashore and out of sight, a couple of Panamanians rowed out and were acting suspicious. They were seen by another cruising couple, a couple whose name Coates could not remember.

In any event, when the Panamanians rowed ashore, the couple who had been watching them came over to find out if they'd stolen anything. The Panamanians said they'd just tried to sell bananas to *Galadriel*, but appeared to be hiding stuff in the bushes. The cruiser was the persistent type, however, and pushed the matter. Finally, one of the Panamanians pulled a knife and attacked. The man had an artery slashed in his arm, and while he was held off with a knife his companion was raped.

The cruising couple eventually recovered, such as you do from such incidents. After the attack, the perpetrators fled. One made good his getaway, the other was captured and sent to prison.

Before you write the Perlas off your cruising plans, you must understand that this was considered — by cruisers — to be an extremely unusual occurrence. In fact, all the other locals were very apologetic and nobody could figure out how such a thing could happen. So satisfied that it was an isolated event, Joyce and *Galadriel* is said to have returned to the area a short while later.

That's it for this month. Because of the volume of *Changes* received, some are being held for the March issue. Happy cruising!

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44' steel cutter, comm. '86, totally equipt for world cruising & liveaboard. SatNav, Loran, ap, windvane, wind gen., dodger, etc. Owner financing or trades poss. \$98,500/B.O. Call/write Steve, 1198 Navigator #101, Ventura, CA 93001. (805) 644-4254.

SUN 27

Immac. cond. Yanmar dsl, teak int. Full galley. Head w/sink & holding tank. Slips 5. 2-spd winches, power conv., 3 sails. All avail. fac. opts. Perry designed. Rdwd City berth. 2/86 haulout, paint, surveyed \$27,500. Must sell \$21,900. (415) 326-9861

BRISTOL 29.9 QUALITY CRUISER/LIVEABOARD

LOA 29'11", beam 10'2", diesel, wheel, autopilot, knot/log, ds, 4 sails and cruising spinnaker w/sock, new dodger and canvas work. Best offer over 35K. Trades considered. (415) 657-7502 days; (415) 490-3011 eves.

36-FT SAILBOAT

Cutter rig, tiller steering, glass over ply. Equipped for outboard. \$4,900 firm. (408) 247-5984.

14-FT FIBERGLASS DINGHY

Blue Buoy class, complete with sails, rigging, anchor, trailer. Well cared for. Good for lake or reservoir sailing (or for experienced Bay sailor). Can be singlehanded or will carry several people. \$500/B.O. (415) 526-9138.

BEAUTIFUL CRUISING SAILBOAT

This Challenger 32 is a wonderful combination of liveaboard room and excellent sailing characteristics. Extremely well-maintained, in bristol condition. The interior of this very solid f/g boat is completely finished in gorgeous mahogany. Built to withstand heavy weather, the boat is also a very comfortable and responsive sailor, easy to singlehand. Complete liveaboard facilities; 45 hp dsl; too much gear to list here. Asking \$36,500. Gerry (415) 530-4986.

YOUR BOAT AWAITS INSIDE LAS HADAS

Manzanillo, Mexico. Sloop, f/g, 1983, 30-ft, 10 1/2-ft beam, very roomy, all teak interior. Pressurized water (h/c), 6'4" headroom, nav. station, fully equipped including Avon Recrest and outboard. Diesel ('84), parts, tools, provisions, the works. Boat 2 years in Mexican waters. Owner near 70, losing agility. 1984 survey. Replacement value \$78,000. Sacrifice for \$29,990 firm. Call Witashi, (619) 723-1742 after 6 p.m. with offer. Owner carry some paper to responsible person.

\$85,000 = 1983 43' IOR GRAND PRIX RACING YACHT!

Rare opportunity to acquire recent competitive design, lightly used with no expense spared in construction and equipment. Designed by O.H. Rodgers and custom built by Kiwi, she is loaded with full race Ullmer inventory. Ockam interfaced electronics, Sparcraft triple spreader rig, Navtec System VI hydraulics, etc. The specifications and condition of this yacht will astound you. She is seriously for sale. Please call Jim Schragar and leave message at (415) 893-9196.

BRISTOL CHANNEL CUTTER

Lyle Hess design 28-ft world cruiser returned in July from five years in the So. Pacific, as far west as Australia & as far south as New Zealand. Bristol shape & ready to go again. Exceptional boat. Rosewood interior, teak decks, spruce spars, new Yanmar 3 cyl dsl. & complete sail inventory. If you're looking for a fast, safe boat with a lot of class, Avei'a could be for you. \$64,000. Jack Wilbur, evenings, (805) 984-5886.

BIG BOAT FUN — SMALL BOAT PRICE

'79 Tartan 10. Proven winner. 3 fleet champs, twice champ of champs. 11 sails, 4 spins, new bottom, keel, dsl, 6 Barientis, ds, ws, wp, km/log, VHF, Loran, MOB pole, 2 anchors & 750' line. Trades, terms, \$29,500. Greg d-(707) 577-2307; e-526-0177.

MAYA NO. 9

23-ft dbl-planked Midget ocean racer '56. Well restored. New Honda 7.5 hp w/alternator. 4 good sails incl. club jib. Head, elect. & hand pumps. VHF. New rigging. Brisbane berth. Bill, days (408) 867-3016; eves. (408) 867-3620. \$2,500.

F.J. RIG NEEDED

Lost the whole enchilada.
Leave message, (415) 652-9058.

21-FT LUGERKIT

Excellent first sailboat. Hull & deck totally reworked & painted. New sail covers. Night light added to mast. Real steady boat with torpedo ballast on keel. Asking \$2,500. Must sell. Call Marco, (415) 237-0249.

1983 NEWPORT 33

Perform. cruiser. Excl. cond. Lots of extra equipment w/Harken Roller furling, 95% & 130% jib, cruising spin., Signet windpoint & speed, Loran C, stereo, refig., dodger & much more. \$43,900. Priced to sell. Days (408) 423-4411; (408) 438-3778 eves.

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Get the best of both! 78-ft Norwegian motoryacht that also carries 3 sails. Need crew for weekend sailing/maint. No experience required, just fun & hard work. Especially need navigator, engineer, electronics wiz & sail expert. John 543-0301 eves.

PEARSON COMMANDER

Great first boat. 25', fiberglass, large cockpit. Will sleep 3-4. Perfect Bay daysailer. Stiff, full keel design. Located in 30' berth S.F. Marina Green. \$7,500 or best offer. (415) 454-6327 or (707) 996-7176.

PARTNER WANTED

Hunter 33, Richmond, 1/4 share \$4,000 down & \$150/mo. Will sell 1/2 share for only slightly more. Weekdays (408) 737-0124; Weekends (916) 333-4211.

CAMPER NICHOLSON 32 — ERINMORE

Beautiful, seaworthy cruising yacht. 10 sails excellent condition. B&G instruments, VHF, Ham radios, Loran, autopilot, vane, new raft and more. 54K. Contact Bob Warfield, days (415) 479-4740; evenings (415) 457-4901.

38-FT STEEL SLOOP

Round bilged. Built 1967 Beister-Werft. Just hauled, new paint in & out. Lots of cruising gear. Mercedes 636, 10 sails, some electronics, propane, dodger, Aries. \$40,000 or best offer. R. Tanner, P.O. Box 29271, Honolulu, HI 96820

'87 TRANSPAC SC50

Forming syndicate to race SC50 on '87 TransPac. Must have ocean racing experience, shipboard skills desirable. Share in boat prep., crew practice and preliminary races. \$4,000 per man excluding personal expenses. Call Randy, (408) 353-2045.

NACRA 5.5

18 sq-meter racing catamaran. Barely used, included custom built (expensive!) expanding trailer with extra-wide beach tires. Hulls, hardware, rig, in excellent condition. Sail crackles like new (it is!). Sacrifice \$2,995. sail-away. (415) 571-7460 Steve.

1982 C&C 40 TALL RIG

Race or cruise in luxury aboard a strong, fast C&C 40. Professionally maintained, 9 Sobstad sails, B&G computer, Espar furnace, Navtec hydraulics, Pathfinder diesel, Stearns roller furling, excellent condition, huge inventory. \$99,500. (206) 784-8429.

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Liveaboard or cruise in luxury. This boat is a dream. Lots of room, easy to sail, stern folds down for boarding ladder. 6 sails, autopilot, roller furling and much more. Trade for real estate. Asking \$75,000. Call (707) 823-1151.

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(619) 454-6191.

1972 RANGER 29 at 20% BELOW MARKET!

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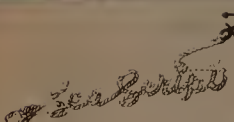
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WESTERLY NOMAD 22-FT LIVEBOARD CRUISER Twin-keel sloop. New: i.b. dsl, epoxy bottom, wiring, propane, stereo, icebox, cushions, potti, rigging, 15 gal. fuel/water, forward v-berth 78". 2 pilot berths 82". Pace VHF, 2 anchors, Autohelm, trailer. \$12,900. (415) 420-8978.	PREDATOR IS FOR SALE! <i>Predator</i> is one of S.F. Bay's most successful offshore racers under 30'. Winner MORA I 1985, MORA Long Distance Race, Golden Gate and Metro Midwinters. One of the active 28' Hawkfarm one-design racing fleet. Excellent condition, top-quality construction; locally built. Complete instrumentation and offshore equipment. Sails mostly mylar, some mylar-kevlar combination built by sailmaker-owner. Many extras. A performance sailor's yacht. \$23,000. Call Dan or Linda Newland. (415) 521-7172.	LANDFALL 39-FT CUTTER Looking for a comfortable roomy liveboard? Lots of storage space, inside steering, h/c press. water, teak int., bright & sunny. Pilothouse cutter, 60 h.p. Isuzu eng., well-maint Perf. for cruising. \$77,000. Eves. (408) 988-1173; days (415) 659-9128.
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41-FT ERICSON '70 SLODP/CUTTER Excellent condition, full electronics, wind inst., etc. H/c pressure water, 12v cold plate refer, spare prop & shaft, Volvo diesel. A beautiful example of a classy racer/cruiser. Loaded with extras. Call for spec sheet. (213) 870-1849.	ERICSON 27-FT EXCELLENT CONDITION Great Bay cruiser/racer PHRF 228. 6'1" headroom, sleeps 5. Built 11/78, commission 2/79. All teak interior, private teak head w/vanity and sink. Holding tank with Y valve for pumpstation or overboard. 13 gal water, lifelines & pulpits, wheel w/compass, dodger, wind curtains, Delta sun tarp, VHF, depthsounder, knotmeter, stereo am/fm cassette, shore power, alcohol stove, DeWitt & North 90%, 120%, 155%, main, tri-radial chute, self-tailing winch, all lines to cockpit. Automic 4 inboard. \$25,000. (415) 351-8583.	CAPE DORY 25D 1983. Like new, little use. Diesel with low hours. Sleeps 4. VHF, depthsounder, knotmeter, genoa. Quality throughout. Looks and sails like a much larger boat. Will finance or trade. \$27,250. Consider offer. (415) 574-2358.
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RANGER 23 SAILS North 125: \$175; Pineapple 125: \$150; Pineapple main: \$125; Pineapple 150: \$200. Nikkormat FTN Black with case and 55mm Micro Nikkor lens: \$250. Call Gary at 474-8430.	LET'S TRADE My 30-ft Columbia sloop for cutter or sloop rig in 40-ft range. My boat is in very good condition. 6 sails, VHF, stereo, df, km and log. Also will sell for best offer over \$22,500. (707) 746-0899.	MACGREGOR 25-FT 1984 super clean with trailer. Three sails, s.s. boarding ladder & galley. 7.5 Honda. This boat is like new. Hardly ever used (in fresh water only). \$7,500. Call (916) 484-0232 or (916) 486-0589.
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CORONADO 15 15' sloop. Class race or family fun. 2 sets of sails including no-class spinnaker, trapeze, extras. Boat and trailer good condition. \$1,500 or best offer. Call Fred (415) 579-3722; home (415) 574-3598.	26-FT CHRIS CRAFT FIBERGLASS SLOOP 1967 Sparkmand & Stephens design. Traditional looks, standing headroom. Well-built and maintained classic craft. Recent additions include: Honda 9.9 in well, large cockpit cover, fenders, windscoop, knotmeter, Contest compass, AWI whiskerpole, car and track, Porta-potti, curtains, anchor and line, stereo, perko and fused switches, boarding ladder, water bag hoses and galley pump, wiring, battery. 3 stock Hood sails. Genoa like new. Seriously priced to sell at \$7,000. May take real estate note. (209) 465-0450.	REPO Super deal. Hardin 45' ketch. Solid teak decks and interior. Mechanically and cosmetically perfect. Ready for ocean cruise or liveaboard. \$89,500. Call (415) 986-6193.
CATALINA 30 Class Action is for sale! First in G.G. Midwinters and '85 YRA-ODCA. Sobstad sails: Mylar 150, 135, also 110, main, and 3/4 oz. spinnaker. Headfoil. All go-fast equip. Race or cruise. \$33,500. 781-4200; 567-2370.		30-FT MAST Aluminum oval mast worth \$30/ft. Sell for \$350. (707) 446-1297.
CREW WANTED 33-ft Hans Christian leaving San Francisco on March 15 for two months Baja cruising. Male crew or couple with ocean experience. Share expenses. Call Murray, days 877-5922, evenings 593-5176.	NOR'SEA 27 Proven South Pacific cruiser, including New Zealand landfall. 1978 factory-finished aft-cockpit, Yanmar diesel. Documented. New main, new lapper, storm sails, 130% genoa. New anchor windlass, 3 anchors, VHF, fathometer. Lying Newport Beach, CA. \$32,000/offers. Trade up to 32-ft cruiser. P.O. Box 556, Tustin, CA 92680 or leave message. (714) 544-0174.	YANKEE 24 Swing-keel sloop w/trailer, long shank outboard, 3 sails, head, galley, 3 winches, 5 berths. \$7,500 very negotiable, make any offer. R.J., 1045 Stoneybrook Dr., Napa, CA 94558.
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INCREDIBLY CLASSIC 1969 Cheoy Lee Clipper ketch (glass hull). <i>Bo/ero</i> has seen New Zealand and Tahiti. Rebuilt Perkins diesel and trans., 0 hours. SatNav, radar, Autohelm, liferaft. \$53,000/offer or trade for smaller. (415) 593-4564.	42-FT PEARSON 1981 ketch. Excellent condition. Original owner. Never in charter service. Berkeley berth. (408) 274-5784.	WESTSAIL 32 Located in La Paz, Baja, fully cruise equipped cutter. 3/8 chain, 5 anchors, windlass, spares, auto, SatNav, Perkins diesel, inflatable, outboard, propane stove. Write: Yate <i>laila</i> , c/o Capitan de Puerto, La Paz, BCS, Mexico. \$59,000/best.
CLUB NAUTIQUE Lifetime membership at Bay Area sailing club at substantial discount. Must sell due to imminent move. 938-3231.		FOR SALE 1983 Sea Ray 25'5", 8' beam, 260 hp Merc cruiser. Bow and midships bunk, VHF radio, depthfinder, compass, full Delta canvas, tandem trailer w/surge brakes (like new). \$32,000. (707) 894-4711.
SAILBOAT WANTED 32'-40' liveaboard/cruiser. Owner to carry contract or owner refinance and carry contract with lender. Want to pay up to \$600 per month after up to \$1,500 down payment. Please call (415) 332-6182.	ERICSON 27 — BEST ON THE BAY 1977, diesel, wheel, 3 sails, lines led aft, all teak interior. Fully equipped for cruising — compass, depthsounder, knotmeter, VHF, Princess stove, Rattan head, anchors, lines, fenders, safety equipment. Asking \$22,500. Call (408) 259-3060.	COLUMBIA 26 MARK II Excellent condition. VHF, compass, knotmeter, 7½ hp Evinrude. Clean and many extras. Priced to sell. \$8,000. 838-1776 days; 846-3023 eves.
SAILBOAT FOR SALE Perry 47 cutter. Finest liveaboard/cruiser, center cockpit, dodger, 120 hp diesel, refrig., electronics, davits, dinghy, large aft stateroom, 2 heads w/showers, workshop, exceptional storage space. \$147,500. (619) 425-3372.	CAL 30 Full keel, lightweight cruiser was built 1965 and designed by Lapworth. 9 sails, new model Aries windvane, 3 anchors, is equipped for offshore. Gas Atomic 4. \$19,950. Bob (916) 736-2315.	C&C 35 MARK 1 — 1971 Easy to handle, lively boat a pleasure to sail. New rigging, one size larger. New mainsail & epoxy bottom. Eng. overhauled. Great cruising boat. Bristol cond. By orig. owner. \$47,000/offer. Berth A-3, Richmond YC. Eves. (415) 235-0184/948-6613.
FRISCO FLYER III 26-ft Cheoy Lee sloop, superb condition & lovingly maintained, fiberglass hulled cruiser with teak trim & interior. Penta inboard diesel, boat cover, VHF, depthsounder, compass. Sleeps 4 with galley & head. Asking \$17,800 or B.O. (415) 883-9049.	CATALINA 27 1976, Volvo diesel, dinette int., 5 sails, ds, km, compass, VHF, 2 anchors, head with holding tank & more. Clean, well-maintained, ready to sail. Coyote Point berth available. \$19,000. Contact Lisa: home (408) 773-8244; work (415) 966-3718.	VENTURE 21 — 1969 Clean near stock boat, new swaged end mast head rigging, 4 hp Mercury o.b., working sails, genoa, spinnaker and gear. Trailrite trailer. Can give sailing lessons if in local area. \$3,000. (714) 662-3152.
MOORE 24 — \$10,000 This is a bargain basement price! Trailer, motor, sails, radio, everything you need to go sailing on the Bay. This ULDB Classic will give you years of enjoyment and fun. Isn't that what sailing's all about? Roger, 681-4150.	9-FT FIBERGLASS RANGER SAILING/ROWING DINGHY Fast, graceful lines. Easy to tow or carry on deck. Fully equipped to sail, row, or tow. 1.2 hp engine included. Asking \$800. (415) 865-4639 after 6 p.m.	WANTED: NOR'SEA 27 Sellers please send specifics to: S.H., 211 W. Latimer Ave. Campbell, CA 95008 (If you're ready to sell.)
ERICSON 27 Must sell clean, good condition sailboat with new outboard. Great Bay boat for \$17,000 or offer. Richmond berth. Todd (408) 241-3559.	PARTNERSHIP 1/4 interest in 1975 Islander 30 MKII. Fully equipped with 2-year-old diesel and new 110% jib. Five sails total including a 150% and spinnaker. Wheel, 9 winches, radio and new depthfinder. \$1,500 down & \$160/month. (415) 820-5954.	ENGINEER WANTED Clean, large, well-maint. eng. room in 130' topsail schooner needs reliable self-starter to keep it that way. Pride in work, strong electrical (380v — 220v — 24v) & dsl. exp. nec. Approx. 20 hrs/wk. Perf. for retired person. Refs. (415) 234-1331 Chris.
SACRIFICE SALE '78 Pearson 31' sloop. Fully equipped, excellent condition. Willing to sell at \$31,000. Unbelievable sacrifice! Serious parties only, please. Call Steve (415) 349-7814 or Bill (914) 631-0157.	31-FT PERFORMANCE TRIMARAN 2000-lb disp. foam core f/g. Trailerable, beachable, unfinished boat is ready to launch but needs rig, sails, hardware & interior finish. Looks like Newick <i>Moxie</i> . \$9,500/O.B.O. Dan, (408) 476-7896 evenings.	VOLVO MD11C — 23 H.P. 350 hours, like new, can demo. In 33' sailboat. \$2,000/B.O. Avon Redcrest w/floorboards, \$550, great condition. (415) 388-3044.

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WANTED: F/G SAILBOAT

Cruising family, long on experience and short on funds, requires your 30'+ boat for extended cruising. If you want out, we want in. Must be great value for money. Quick cash sale for right boat. 843-5227.

MORRO BAY

Secluded, beautiful, beachfront setting; woodsy, unfurnished, 2-bedroom cottage with fireplace, new appliances and large deck. Ideal for artist or writer. \$500/mo. Box 15 S.M.Y.C. Marina, 13589 Mindanao Way, Marina del Rey, CA 90292.

1978 CATALINA 30

Nice condition, 4 sails, Atomic 4, propane stove, pressure water. Has knot, depth & ws/wp (some need repair). Equipped with hinged mast to get under Delta or Santa Cruz bridges. \$24,500. Call Dick Southworth, 523-6730.

MOVING EAST — MUST SELL

1986 8½-ft inflatable dinghy and 8 hp Suzuki motor. Dinghy has varnished wood floor and transom, foot pump, oars, storage bags. (415) 562-4934. Best offer.

CORONADO 30

50% partnership. Roller furling, wheel, diesel engine, excellent condition. \$5,000 and take over 1/2 payments. Call Kevin (415) 952-1998 or call Douglas (408) 257-5263.

NEWPORT 30 PHII & RARE S.F. BERTH

1974 cruise/race ready, 150, 130, 110 & spin. with Marina Green berth. New topside paint, 1984 Myco Midwinter champ. Steal me at \$21,500/8.D. Days (415) 421-1070, eves. 924-1986

RANGER 29 — 1972

Fast, fun Bay cruiser/racer. 150, 125, working jib & spinnaker. All lines lead aft. Recently replaced rigging and Atomic 4. Well-built and cared for boat. \$23,500. Chris, days (415) 857-5697; eves. (415) 364-1658.

T-BIRD 26-FT SLOOP

New main & genoa, new Honda 7½ hp o.b. Rigging 2 years old, new LP paint topsides, deck, cabin, bottom reglased, deck refastened. VHF, compass. \$5,000. Call (805) 984-4118.

FREE BERTH FEES

Reliable individual with references and experience desires to rent boat to live aboard. Willing to pay berth fees and/or help out with routine maintenance. Michelle, 331-7128 or 676-9768.

'72 O'DAY

Coyote Pt. berth. New main sail. 4.5 hp Johnson. Many extras. \$5,500. Days 487-7070 ext. 321; eves. 952-1161. Ask for Lou.

STEEL SAILBOAT WANTED

Looking for 38-40 bluewater liveaboard for South Sea cruising. Sloop or cutter rigging and if possible pilothouse modification and inside steering ideal. Send photo and equipment list. G.J.B., Box 30541, Tucson, AZ 85751.

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Professional quality brightwork and painting, interior or exterior. Expert repairs and renovation on wood and fiberglass. Satisfaction guaranteed. Refs available. Serving the Bay Area. Michael Heiner 868-1720.

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Great cruiser or liveaboard. Call JIM IRWIN for details. (415) 883-9750

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PEARSON ARIEL 26-FT

1964 f/g sloop, LPU paint, Atomic 4 inboard, recent rebuild, 6 bags of sails, new compass, VHF, am/fm cassette stereo, 2 anchors and rode, all rope halyards, jiffy reefing, 110 wiring. \$8,500. (415) 583-2051.

FDR SALE SANTANA 22

Freestyle, Hull #61, excellent condition, full race rigged, 2 sets sails & spinnaker. Recently overhauled 6 hp Evinrude, stainless keel bolts/chainplates, graphics, extras. New baby in family. Must sell. \$4,250 or best offer. 362-7673 days.

ELEGANT CRUISING SAILBOAT

41-ft on deck. Insulated fiberglass hull with teak decks and trim. Cutter rig. Bright, airy showcase interior. Dependable Perkins diesel. Truly bristol. Offered at only \$114,500. Call owner at (805) 984-0463.

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Hull No. 1. Perfect cruising boat easily sailed on extended cruises by 2 persons, Hood seafoam, Hood sails, SatNav, Loran C, Autohelm 5000, Aries windvane, radar, 4-man liferaft, Datamarine instruments, new mast & rigging, free mooring in safe downtown harbor. Cruising season for Micronesia, Asia starts February. Owner anxious to sell, will not turn down any reasonable offer, will trade for R.E. 8. Weyer, P.D. Box 3361, Agana, Guam 96910. PH: (671) 828-8567. No collect calls, please. \$75,000 or best offer.

1981 J/24

Exc. cond. Race rigged. Lots of extras: radio, o.b., 6 sails incl. spinnaker, 3 winch handles, life vests, extras deluxe lighting package, etc. Recent "offshore" bottom paint & spreaders. This boat is ready! \$10,000/OBO. (415) 946-0891.

CRUISING TRI BROWN 40'

Property trade western U.S. or motorhome. *Afternoon Delight*, BP 7159, Ducos, New Caledonia.

1979 25+ ERICSON

Excellent condition, Volvo i.b. diesel, standing headroom, enclosed head with sink, galley, sleeps 5, VHF, compass, depth-finder, safety equipment. Market value \$22,000; sacrifice \$17,500. (408) 978-2074.

WANTED — EXPRESS 27

Serious buyer seeks used Express 27 in good condition. (415) 826-9571.

PEARSON COMMANDER

26-ft f/g sloop, including berth in S.F. Marina. 9-ft cockpit, 4 berths, long keel, knotmeter, VHF radio, bow pulpit, Honda outboard. Price \$9,000. Tel. (415) 322-1561 or (415) 948-9310.

RANGER 26

Must sell. Reduced price. Gary Mull design racer/cruiser. Very clean in excellent condition. VHF, depth, knot, compass, jiffy reef, 90%, 110%, 10 hp o.b., split backstay. Must see at \$11,500. Call (415) 345-8039.

THE WONDERFUL TRITON 28

Perfect Bay, Delta, coastal cruising, the hardy have circum-navigated. Superb Alberg design, fast, safe, comf. Headroom, 2 big singles, 1 dbl. berth, galley, toilet. Strongly built. Friendly racing assoc. Zeesa #166. \$15,000. (415) 931-2912.

VALIANT 32 CUTTER

1976 quality cruising-liveaboard yacht. Windvane self-steering, 25 hp diesel, well-equipped. New standing rigging, LPU mast paint & complete bottom job — 1 yr. \$65,000. (415) 530-4675.

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1981 Ericson 38-ft. Very good condition. Fully equipped with spinnaker. Emeryville berth. First 70K takes. 931-4798 or 455-0847.

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Modern f/g sailboat 44' to 52'. Trade free & clear rural income property, Redding area. Value \$110,000. Will add cash to \$150,000 purchase max. (619) 729-2418 eves; (619) 434-3181 days, Wally.

37-FT TARTAN C/B

7 new 8arient S/T. New Harken F/S. New main & Geni. New Harken Trav. VHF, ADF, depth, wind, log. Must see. Will trade for your aircraft. \$79,500. Jack, (408) 279-4141.

BLUEWATER CRUISER

Danish-built double-ended sloop. 34' LDD, 11'4" beam, 5'9" draft, 11 tons. Diesel just overhauled, complete new rig & main-sail, dodger, VHF, windlass. Very seakindly & easily handled. Must sell. Any reasonable offer considered. (916) 265-2935.

'78 MORGAN 30' OI

Solid coastal cruiser w/surprisingly spac. int. Strong 22 hp Yan-mar dsl, 3-blade prop, wheel, 5 good sails, proper ground tackle. All the essentials & many extras. \$21,000/OBO. Call (805) 373-2618 days; (805) 492-1333 eves.

CAL 29

1969. Good cond. Racing equipt. Spinnaker gear. 4 for'sls, wisker pole, compass, ds, km, swim ladder, VHF, am/fm radio/cass. So. Beach berth. Asking \$21,500 for quick sale. Days (415) 343-7200; eves/wkends (415) 369-1149 Em or Larry.

BIG BOAT FUN — SMALL BOAT PRICE

'79 Tartan 10. Proven winner: 3 fleet champs, twice champ of champs. 11 sails, 4 spins, new bottom, keel, dsl, 6 8arients, ds, ws, wp, km/log, VHF, Loran, M08 pole, 2 anchors & 750' line. Trades, terms, \$29,500. Greg d-(707) 577-2307; e-526-0177.

— GAY YACHT CLUB —

Barbary Coast Boat Club
(415) 237-1213.

RANGER 23

1975 in beautiful condition. 1982 7½ Evinrude o.b. Purchased new boat, must sell. \$9,500 negotiable. 457-9721.

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CRUISING CUTTER Double-ender, diesel, beautiful liveaboard interior. Teak decks, Zodiac liferaft, windvane. No expence spared by owner. Sailed S.F.—Hawaii 17 days. Priced at half cost. \$55,000. Please call 388-7451.	COUPLE AVAILABLE TO CREW Woman with some sailing experience and man with extensive wilderness experience and emergency medical training want to crew on your boat to and/or from No. Calif/PNW and Mexico/Hawaii/South Pacific. We're in our mid-30s, adventurous, enthusiastic and not afraid of hard work. Available late Feb./early March. Call Kathy or leave message, (415) 563-1655.	TECHNICIAN Trimble Navigation needs a sailing-oriented electronics tech to do board level repair & answer customer questions on the operation of our Loran & GPS nav. receivers. Call Bob at (408) 730-2949 or resume to P.O. Box 3642, Sunnyvale, CA 94088. CAL 29 — AMAZING GRACE North sails, many almost-new. Autopilot, Loran C, refrigeration, VHF, Speedo, depth, lines aft, bow roller, spinnaker & gear, 7 winches (Barient & Barlow) and all normal goodies in good cond. \$28,500. Doug (415) 435-9156.
HANS CHRISTIAN 38 — \$81,000 Custom designed interior. Good electronics. Beautifully maintained yacht ready for spring sailing, cruising or liveaboard. Call (415) 879-0579 eves/weekends.	CHRYSLER 26 '78 in excellent cond. 6' hdrm, head, propane stove, galley, 10 hp o.b. with inboard controls, 2 dbl. berths, tandem wheel trailer, lcom 55 VHF, cass. \$12,500. (707) 526-6722.	CAL 20 Great Bay boat, race rigged, plus extra sails, Gas House berth, Merc outboard, new rigging, one-third share: \$1,100/offer. Howard, (415) 661-8786 days/eves.
DELTA PROPERTY 8.8 acres of unimproved land w/250-ft of protected frontage on San Joaquin River. Existing 41-ft dock needs some repair. Excl. set-up for summer getaway, ski club house, hunt club house, or even small farm. Owner will finance. \$59,500. Gail 775-0157.	GREAT LIVEABOARD — MAKE ME AN OFFER For sale: '71 Columbia 39. Very roomy. Lots of headroom. Rebuilt 30 hp Atomic runs great. Shower, stove, oven, refrig., VHF, depthfinder, 10 sails, sleeps 7, very clean. Reduced to \$45,000. (415) 487-8955.	YOU MAY NEED THIS Ariès vane: \$690; Class B EPIRB: \$180; Newmar Analog RDF: \$160; CQR 45 w/300-ft rode: \$195; Danforth 20H w/225-ft rode: \$90; personal strobelight: \$20, plus miscellaneous blocks, cleats, rope, etc. (415) 237-2117.
WESTSAIL 42 AND ST. FRANCIS SLIP Outstanding liveaboard & bluewater cruiser. Prof. completed in '81 but never cruised. Pathfinder 85 hp dsl w/only 190 eng. hrs. Loaded to cruise. Cost over \$200,000. A steal at \$95,000 plus 45-ft S.F. Marina slip. Gail 775-0157.	CRUISE THE CHANNEL ISLANDS Need a leasing partner or full-equity partner in Cape Dory 36 berthed in Santa Barbara. Fully equipped for cruising, including radar. Leasing partnership is \$500/month, you get the boat half the time. (415) 948-0958.	ERICSON 41 SLOOP Mint cond. 200 hr. on MAT diesel & trans. Mint sails, new paint, many extras, extensive cruising record, Hawaii, Panama, East Coast, Caribbean, etc. Call for details. P.P. (818) 348-4567.
BALBOA 26 26-ft sailboat berthed at Bethel Island. Used in freshwater except for one trip to San Juan Islands and one trip to Baja. Has tandem trailer with brakes, 10 hp outboard. \$8,500. (916) 872-8238.	TARTAN 37 Superior fast cruising boat outfitted with finest equipment. Monitor windvane, Alpha pilot, Magnavox SatNav, Sitex Loran, propane stove/Margas, 5 sails incl. spinnaker, Micron 33, Avon liferaft, windlass, refrig., complete ground tackle, self-tailing winches, km, ds, VHF and more. Call for equipment list. Monterey berth available. Will consider trade of smaller boat. Must sell. Don't miss this super boat in bristol condition. \$76,000/offer. (408) 458-4199.	EXPRESS 27 ULTRALIGHT Racer/cruiser mylar genoas, anti-fouling bottom never in saltwater plus tandem Trail-Rite with spare tire and mount. \$27,500. Tom (408) 427-2437. DIESEL ENGINE 4 cyl. Waukeshau 150 c.i. with Paragon 2 to 1 gear, f.w.c. heat exchanger, gauges, filters, etc. Complete set-up. Well-used and reliable. \$1,000 or trade for cruise gear. (415) 332-1259.
ISLANDER 28 1984, treated with tender loving care. Wheel, Yanmar diesel engine, knotmeter, depthsounder, VHF radio, alcohol stove, 110% jib, working jib. Beautiful teak interior. Sailing in S.F. Bay only. \$34,000. Sausalito (415) 331-7267 eves.	CLIPPER 30 FIBERGLASS SLOOP Excellent condition, new bottom job, new interior, new mainsail, engine has under 25 hours. Many extras. Ready to sail. Asking \$8,000. Walt, days (415) 865-4700.	CAL 20 — \$2,400 The most cost-effective Bay keelboat. Must sell. Clean, sound, low mileage. 2 mains, 1 jib, new Lewmar winches, dry rubber, stainless sink, head, extras. (707) 829-2735 eves; (415) 654-3115 days.
BEAUTIFUL 22-FT SAILBOAT Classic Carl Alberg Cape Dory, 4 berths in saloon, 2 years old, "big boat" feel, great Bay boat, yet easily handled, suitable for a 1st boat. Asking \$13,900. (415) 222-0871.	COLUMBIA 28-FT Well-equipped, immaculate condition. \$10,750. (408) 266-9996.	1980 41-FT CHUNG HWA PT TRAWLER Twin diesel, radar, loran, SSB, auto w/remote color Faruno, desalinator, heat/air, full galley, sleeps 6. Much more. \$109,000. (209) 575-5855.
CAL 25 — MUST GO! Good condition. Race/cruise ready with Pop-top. Mahogany interior, 7 sails, alcohol stove, km, compass, icebox, stainless water tank, bilge pump, 6 hp Evinrude. Transferable Berkeley slip. \$7,495/offer. 339-8389.	CREW AVAILABLE Seek position as mate. Extensive offshore experience incl. trans-Atlantic, east coast, Caribbean. 50-ton U.S.C.G. license. All seamanship skills plus sail, mechanical, cooking, easygoing. Resume, refs. Call for more info. Ed Wernicke (415) 658-7908.	CHEOY LEE OFFSHORE 28 Full keel, f/g hull, teak decks, mahog. interior. Volvo diesel, heat exchanger, press. h/c water, shower, stove w/oven, wheel steering. Sails: 100, 130, drifter, new main, VHF, knot, depth, wind. \$27,750 or plus cash in trade up to 38'. (209) 634-8752.
FOR SALE ZF transmission: \$400; Avon Redcrest dinghy: \$250; Ampair 100 wind generator: \$600; 1½" stainless water jacketed exhaust pipe: \$70; 84-ft 5/16" chain: \$100; Seagull electronic ignition: \$40; Sitex S3000 SatNav: \$1000. Frank (408) 423-4604.	?? USED '87 CATALINA 22 — \$8,000 ?? Bought a 30', so I'm selling my sparkling new, still-under-warranty, loaded Catalina 22. Deluxe interior and options too numerous to list. \$8,000 firm, no trades. Trailer: \$1,500; Honda 5 hp: \$650. Jeff (916) 989-0351; 1-800 237-1419.	ORIGINAL H-28 New plywood & fiberglass deck, mahogany cap & rub rails. Masts stripped & varnished. Engine rebuilt 1/86. New cushions & paint. 6 sails, Delta cover, 2 boat covers, Sausalito berth. 552-5580 weekdays; 585-2291 evenings.
44-FT ISLANDER YACHTCRAFT Sloop. Des: W. Lapworth for world cruising. Hand lam., 95% completed. Cust. fin. int. & ext. Volvo dsl, Famet hvy-duty rigging furling main & genoa. Maxwell winches, all quality Marine fittings, ped. steering & more. (408) 462-1998/475-7710.	TRAILER WANTED For 28-ft 7,000-lb fin keel sailboat. Can modify. Aesthetics not important. Call Skip, (916) 273-4822 days.	CAL 29 Experienced yacht in excellent condition. VHF, speed, depth, am/fm cassette stereo, all extras. 4 sails, including berth. \$23,500. (415) 574-7740.
A PERMANENT CRUISING ADDRESS THE CRUISING CONNECTION Mail Forwarding and/or Bill Paying. Write or call for details: 945 Neal Ave., Wahiawa, HI 96786 (808) 621-9694.		 LORNE GOULD MARINE SURVEYOR 20 years experience on boats and ships. 1430 Michigan St., Fairfield, CA 94533 (707) 447-6655 Consulting on getting USCG Certificate to carry passenger for hire.
VANCOUVER 32 PILOTHOUSE CUTTER A high-performance world-cruiser designed by Robert Harris, N.A. Exceeds Lloyds specs. \$75,000 w/sails. Save \$\$ on our demo. The Vancouver Co., 475 Gate 5 Rd., Ste. 214, Sausalito, CA 94965. (415) 331-2393.		ATTENTION BOATING ENTHUSIAST! Sophisticated modern 3-bedroom, 2½ bath townhouse with yacht slip and 50-foot dock located in Ballena Bay, Alameda. This sunny, fog-free community is 20 minutes from San Francisco and has approximately 2,635 sq. ft. of living area. Call BARBARA DOLTON, Agent (415) 521-2101
SAILOR'S DREAM HOME Waterfront living on the Bay with private deep water dock. Unique 3,430 sq. ft. custom home in Brickyard Cove next to Richmond Yacht Club. \$520,000. Don Peters, 237-1376.		WIND & WAVE SCHOOL OF SAILING — RENT ALL!!! Enjoy a beautiful day on the Bay on a 32-ft sloop. Sailing lessons, skippered rentals, bareboat rentals & catered cruises. For more info, call (707) 745-4271.

AVON LIFERAFT

4-person valise with 'E' pack survival equipment. Newly refurbished, repacked, and certified Jan. '87. \$1,300/best offer. (408) 249-0236.

BRISTOL CHANNEL CUTTER

Bluewater cruiser, includes 6 sails (2 roller furling), autopilot, windvane, Bukh diesel, knotmeter, log, depthsounder, VHF & ham radios, dodger, f/g dinghy & inflatable, safety gear (EPIRB), windlass & 4 anchors. \$56,000. Richard (808) 621-7392.

35-FT CUSTOM CUTTER

Epoxy plywood heavy cruiser, large diesel. All new sails and rig. Good inventory. Needs a month's work to finish. Santa Cruz slip. \$12,500 firm. Ron (408) 475-7840.

TRINKA

8-ft fiberglass sailing or rowing dinghy. A Bruce Bingham design in like-new condition. Out classes all others in workmanship, performance and looks. 2-piece mast (alum.), nylon sail, rub rail, self-bailer, tows beautifully. \$500. (916) 961-1729.

OLSON 25

Partnership available. Fully equipped, competitively raced. Berkeley berth. (415) 552-9983 eves.

MUST SELL TWO BOATS

26-ft Thunderbird hull and cabin glass on wood unfinished, some extras: \$750. Excellent craftsmanship on hull. Also 12-ft sloop rig with trailer, complete: \$375. Tim (415) 961-8841.

FOR SALE

Schock 22, 1960. Has been totally restored like brand new. Ready to sail! For more information, (707) 745-3320. Price \$3,750.

HUNTER 34 FOR SALE OR PARTNERSHIP AVAILABLE

1984, like-new condition comf. cruiser, sleeps 7, diesel, wheel steering, halyards lead aft, knot/log, windpoint/speed, VHF, stove/oven, H/C pressure water, 2-spd self-tailing winches, shower, nav station, more. \$52,900/offer. (415) 521-7301.

2-SPEED SELF-TAILING WINCHES

New Asahi model 20 2-speed self-tailing winches, hard anodized aluminum construction, identical and parts interchangeable with Barient. Never used, still in box. Worth over \$1,000. Sell pair for \$600/offer. (415) 521-7301.

PARTNERSHIP IN CAL 39

Saus. berth, Perkins dsl, CNG stove, teak int., full instrumentation & electronics, self-tailing Barients, h/c water w/shower, VHF & stereo, refrigeration., genoa & spin. \$3,000 for 1/3 int, \$400/mo. 332-6221 eves. and weekends.

1981 FLICKA

Green hull and ivory deck. Factory finished. Diesel inboard, 4 sails, VHF, depthsounder, bronze ports and hardware, singlehander package and other extras. Tandem-axel trailer. Quality boat in top condition. \$26,500. (503) 745-5613.

DISTRESS — MOVING — BARGAINS

25-ft fiberglass Meridian full keel cruiser, Dutch built, strong. 6 hp o.b., 5'11" headroom. \$3,750. 22-ft fiberglass Col 22, 7 1/2 hp o.b. \$1,950. Call eves. 647-2800.

38-FT KETCH RIG 1980

Diesel auxiliary cruising ketch of clipper bow, wineglass hull, ballast keel, transom stern, trunk cabin, self-bailing cockpit design and ferro-cement hull. Trunk cabin is constructed of fiberglass and sheathed plywood. "From visual inspection and hammer testing, appear to be of high marine standards. Exterior finish is exceptionally good." (Clark Barthol, marine surveyor, Bill Steel, Inc.) Personal reasons forcing me to sell. Will carry w/down. \$40,000/OBO. Steve (213) 547-3546. San Pedro slip.

PLEASE READ THIS AD!!!

We need to sell our Traveller 32'. We now own 2 boats! You can benefit financially from our impulsiveness & extravagance. We are willing to negotiate the asking price of \$42,000, in order to sell her by March 1st. *Harmony* is loaded, cruise-ready and beautifully maintained. If you want a boat that sails well, has a successful cruising record and is lovely to look at, you won't be sorry. Please, call Jack or Lynn at 728-3403 eves. or 521-3359 weekends.

BOAT BARGAINS

21-ft fiberglass sloop w/Johnson o.b. Needs TLC: \$690; Rhodes 19, ready to sail: \$1,200; Galv. dock doily for R-19: \$200; Sidewinder, very good condition: \$350; Two 14-ft Smokercraft aluminum skiff, needs repairs: \$150 each. Make offers. Mike Strain 469-0200 weekdays.

ERICSON 27

Inboard, fully equipped. Partner moved to L.A. Must sell. \$14,500.

Call Jack Brown for details.

Days (408) 735-9550; eves. (408) 257-6194.

LANDFALL 39 PILOTHOUSE CUTTER

Incredibly equipped, with \$28,000 refit in 1985 in preparation for Alaskan cruise. Since returning she is for sale to a discriminating buyer looking for an incredible liveaboard or cruising boat. Sleeps 6 in 3 cabins, workshop, 5 sails, Dickensen diesel stove, 3 dinghys, Avon cannister raft, excellent ground tackle, radar, loran, hydraulic autopilot with remote & auxiliary, 2 ds with cockpit repeater, wind instruments, VHF, CB, digital stereo with equalizer, refrigeration, TDX, separate shower, 110v inverter, teak interior, teak decks, multiple custom skylights, 70 hp diesel, crab and shrimp pots and far too much more too list. Perfect for an incredible dream and ready to leave tomorrow. Offered at \$77,000. (415) 635-5168.

MAST

New Offshore spar for 35' sailboat; slightly damaged in transit from factory; dimensions: length = 50' 2-3/4", oval section = 7 5/8" x 4-11/16" x 5/32", double spreaders. Call for more particulars. Cost new \$3,500. Accepting offers. (415) 931-4384.

1978 NOR'SEA 27 AFT CABIN SLOOP

Yanmar dsl, Magnavox SatNav, full dodger, EPIRB, Avon Redcrest, Signet 1000A, Autohelm, Monitor, 2-pg inventory list. Easily singlehanded. Cruise ready! \$37,950/offers. Jim Sherman, Box 411, Morro Bay, CA 93442. (805) 772-8085/543-9416

NEWPORT 41-S

Excellent design, points very high. Perfect cruiser, displaces 18,000 lbs. 4 headsails, backstay adj., autopilot, S/T winches, VHF, RDF, folding prop. Asking \$73,000/will entertain serious offers. Berthed in Vallejo. (916) 689-1667 anytime.

45-FT SCHOONER

Gaff rig, ferro hull & deck, 60 hp diesel, wood stove, excellent sails, VHF, Fathometer, autopilot, good liveaboard. \$29,000. (415) 285-4530.

24-FT ALLEGRA OFFSHORE DIESEL

1981 cutter built by Fred Bingham. Full keel, easy to singlehand, VHF, ds, km, log, autopilot, CQR, 6'4" headroom. Only \$24,900. (206) 733-6636.

CAL 39 FOR SALE

Terrific cruiser/liveaboard/club-racer (PHRF 114). Spinnaker, 2 jibs, self-tailing Barients, jib furling, teak int, CNG stove, refrig., h/c water, shower, fireplace/heater, sleeps 7, VHF, km, wind-speed, windpoint, depth, dsl, dinghy. \$69,000. 499-3839 wkdays.

STEAL THIS BOAT

\$12K firm. C&C 25, 1974. Quality throughout, excellent condition, complete sail inventory, full instrumentation, Honda outboard. Many extras. See and compare! Eves. 924-6366.

UNBELIEVABLE VALUE!

'82 U.S. Yachts 25-ft sloop. Loaded: AWS, km, dm, VHF, compass. Volvo gas inboard, head, stove. \$16,000. Sausalito berth. 331-5077 anytime.

33-FT CUSTOM PETERSON

Price reduced to \$30,000. North sails, custom rig, hydraulics, electronics, etc. Ready to race. Current IOR & PHRF certificates. Outstanding performer on the ocean. Call during daytime. Ron 991-5293.

VEGA 27

1974, full keel fiberglass performance cruiser/racer. Volvo Penta diesel, 6 sails, knot, ds, VHF, compass, log, windpoint, RDF, 2 anchors, kerosene stove and heater, plus lots more. \$18,500 or best offer. Call for more info, (415) 372-0610.

SOVEREIGN 17

Excellent trailered pocket cruiser for the ocean, Bay or Delta. Full shoal draft keel, foam flotation, f/g construction. Sleeps 4, Johnson o.b., 3 sails, compass, nav. lights and safety gear. Trailer and much more. \$3,995. (415) 355-7238.

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Busy schedule forces sale of this fully-equipped coastal cruiser. Has all factory options, Loran C, storm jib, cruising spinnaker, dodger, refrigeration, forced air heating & more. Call for details! Brent: work (415) 685-4424; home (415) 228-8470.

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SANTA CRUZ 27 HOT FLASH Race the Bay or ocean, cruise the Delta. Trailer to B.C., Tahoe, SoCal or wherever. The best value in a ULDB today. Well-rigged and equipped. Trailer and possible S.F. berth sublet. \$14,000. 523-6999.	USED SAILS FOR SAIL Islander 32 155% genoa, seldom used as boat had roller furling installed 4 years ago and 155% was never altered for roller furling. Dimensions: 155% luff = 42.0; foot = 22.5; leech = 40.1; LP = 21.5; weight = 5.0 dacron. 155%: \$650; jib bag: \$25. Call (415) 332-4104 days.	39-FT FIBERGLASS SAILBOAT Available for showing from 7/16 Feb. from 8 to 5 at Port Sonoma, at Gas Dock, berth 38. Asking price, \$8,995 to first cash buyer.
DESPERATE COLUMBIA 26 SELLER 1971 in first class cond. Spanking new carpet, drapes, cushions & sail cover. Extras include shorepower, refrig., am/fm tape, custom upgraded interior. Rebuilt stove & head. New bottom. New Honda 10 hp. \$9,250. Bob 232-0371 wk; 680-7531 hm.		FOR SALE — 53-FT ALDEN KETCH Built 1946 in Maine. Semi-restored. Great opportunity for wooden boat lover. Call Jeff Madrigali, days 261-6556; Evenings 435-4052.
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Fast, well-balanced 24-ft w/7.5 Honda. Bristol cond. Sleeps 4 w/galley & head. New: standing rigging, working jib, Datamarine knotmeter, Newmar battery charger, interior cushions, etc. Upgraded winches. Teak interior. \$12,000. (408) 288-5092.

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Westerbeke diesel, furling jib, club jib, 110, 150, dodger, full cockpit tent, 2 anchors, wheel steering, Tillermaster, knot, depth, compass, radio, stereo, refrig., charger, inflatable, new bottom paint, more.
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JJ Taylor f/g full keel sloop. Dependable 7 hp gas i.b., 2 battery electrical, VHF, 5 headsails. \$12,000 with Monterey mooring, skiff. For photo/information, Judd (408) 624-7643 eves. David (408) 646-8066 eves.

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Diesel, Edson steering, Datamarine instruments, CNG stove/oven, Electra-san head, etc. Clean, fresh bottom and ready. \$28,500/OBO. Call Jim at (415) 820-2126.

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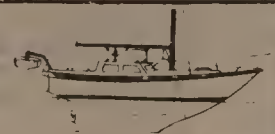
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1978 ERICSDN 27 Yanmar diesel (170 hours), pedestal steering, main, 3 jibs, spinnaker, compass, VHF, stove, depth, knot, jiffy reefing, battery charger, 6 winches, Berkeley berth. \$19,000 firm. 376-7744.	UNIDN 36 Baby forces sale of well-equipped and maintained cutter. Solid and secure coastal cruiser or great liveaboard with abundant storage. Easily short-handed with roller furling genoa, jiffy reefed main/staysail, and self-tailing winches. Teak decks and interior. Amgen inflatable, windlass, ground tackle, VHF. Signal instrumentation, fathometer, refrigerator, microwave. \$73,000 or best offer by summer; or trade equity/cash for less costly wood boat. (415) 893-1111, extension 285, daytime.	SANTANA 22 Excellent condition both racing and cruising. 7.5 Honda o.b. Radio, Fathometer, knotmeter. New bottom paint. Custom cushions. Berth and locker available. (415) 456-1958 after 5.
34-FT SEAFARER F/g Rhodes design. Wheel steering, h/c pressure water, shower, 3 very good sails, MSD diesel engine. \$25,000/offer. (415) 841-2673 evenings.	25-FT SLOOP Fiberglass Schock sailboat w/new 8 hp Evinrude. All sails & spinnaker. Full cover. Must sell. \$2,700/best offer by Feb. 25. 897-6445.	BEAUTIFUL LAPSTRAKE DAYSAILER 19 1/2-ft Royal Danish Yacht Club Junior. Classic lines. New sails and rigging. \$2,500. (415) 521-3078.
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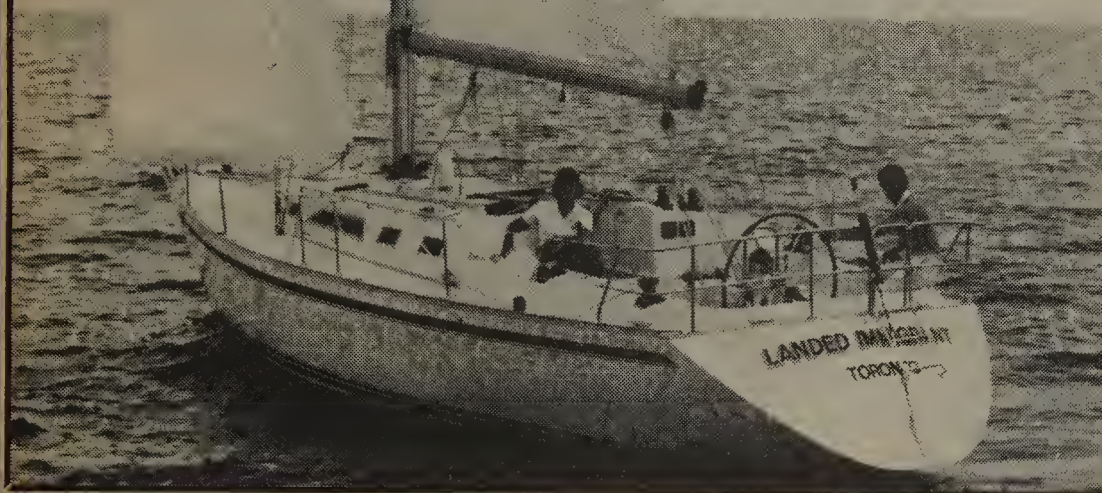
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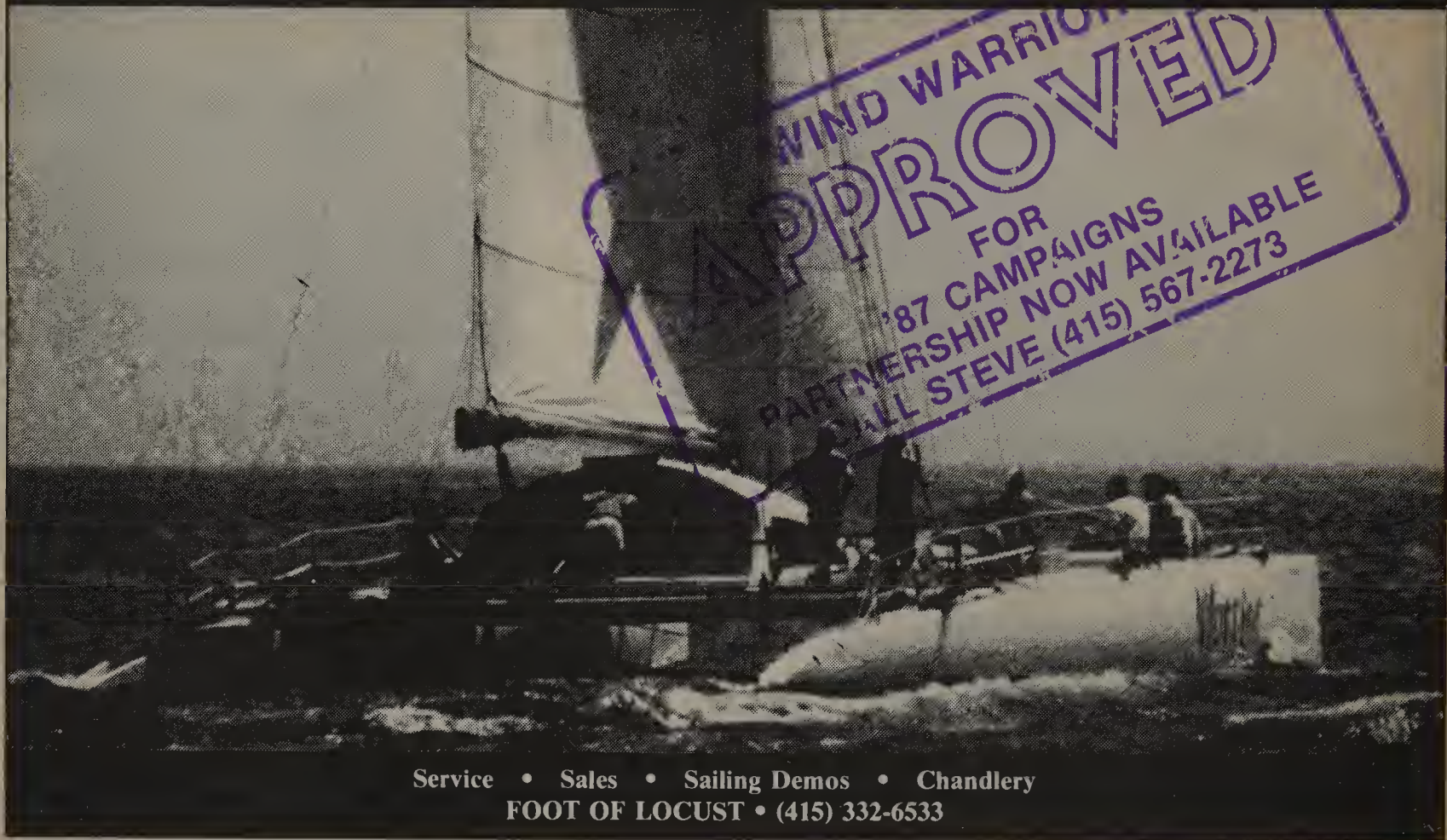
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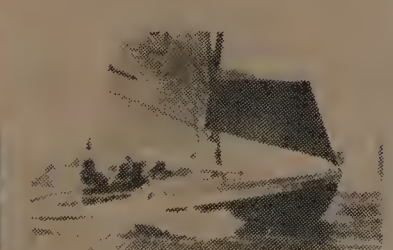
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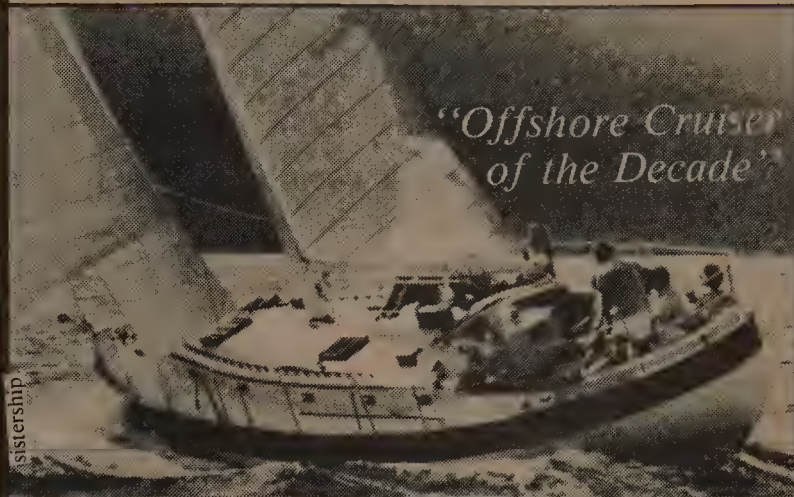


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19'	Ebko	'84	open bow, 170 V6 OMC, stereo	9,500	4,500
19'	Eliminator	'85	ski, 454 Chevy, Berkeley jet, trlr	16,500	
19'	Melhort Success	'86	open, 185 V6 Merc, trlr, more	18,000	10,300
21'	Sleekcroft	sold	ski, 460 Berkeley jet, trlr, cleon	6,400	3,700
34'	Wellcroft	'85	Gron Sport, twin 340 Merc	96,000	60,000
55'	Custom	'71	Flybridge sportfisher, 671 diesels	125,000	35,000
SAILBOATS					
25'	Santona 525	'80	5 sails, speedo, head	12,000	7,000
29'	Ronger	'72	14 sails, full electronics	26,500	
30'	Cotolino	'82	Moin & jib, Atomic 4, VHF, more	34,000	
30'	U.S. Yachts	'82	Moin, 13 Volvo dsl, 110, whl	32,500	19,000
33'	Ranger	sold	3 sails, Atomic 4, stereo	33,000	22,000
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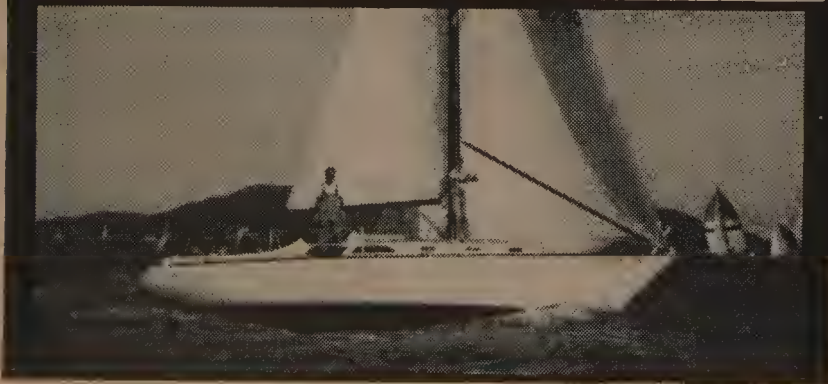
Length: (20'-25', 25'-30', etc.) _____

Type: (Fish/Ski Cruise/Race, etc.) _____

A line drawing of a sailboat, likely a ketch or a similar two-masted vessel, shown from a side profile. The boat has a single mast with a large, triangular sail. The hull is simple, and the boat is depicted sailing on a calm sea. The drawing is done in a minimalist, sketchy style with black lines on a light background.

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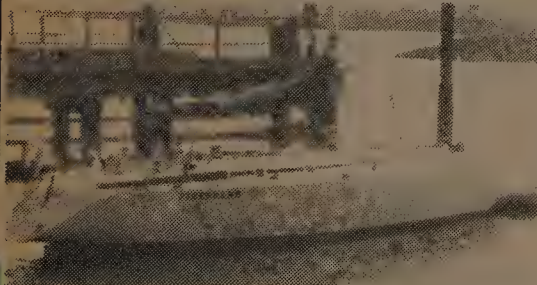
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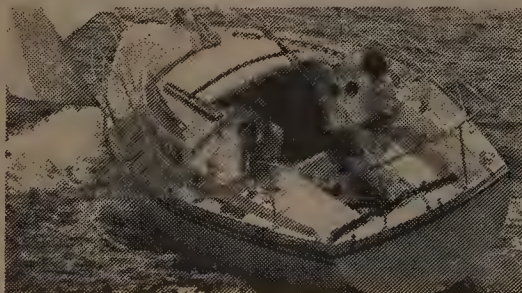
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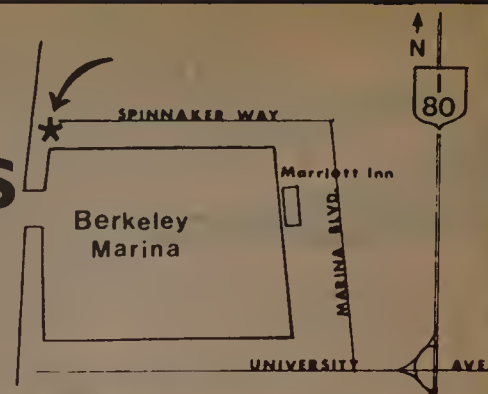


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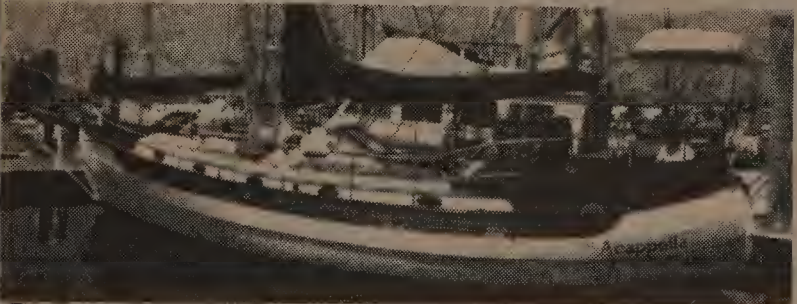
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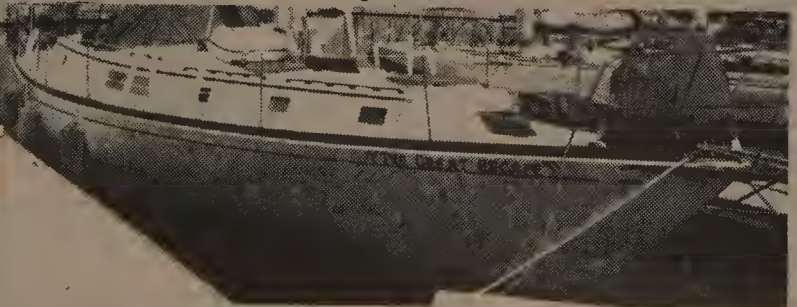
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33'	Hunter, 1977. Many extras. Bristol.	34,900
35'	Auxiliary Garden cutter, 1975.	55,000
35'	Challenger, 1974.	38,000
35'	Santana, 1983. Like new, five sails.	55,000
36'	Cheoy Lee, 1976. Center cockpit, diesel.	75,000
36'	Islander sloop, 1976.	63,000
36'	Pearson 365, 1977. Very clean, (5) sails.	65,000
37'	Gulfstar sloop, 1978.	79,000
38'	Alajuela cutter, 1978.	79,000
39'	Freya cutter, 1980. (9) sails, full electronics.	105,000
39'	Landfall cutter, 1979. Dual helms. Berkeley berth.	79,000
41'	Cheoy Lee ketch, 1979.	95,000
42'	Westail cutter, 1981. One of the finest.	120,000
45'	Lancer M/S, 1983. Twin diesels. Like new.	159,000
46'	Island Trader Motorsailer, 1982. Berkeley berth.	160,000
48'	Steel M/S, 1981. S.F. Marina berth, CG charter.	275,000
60'	Gaff cutter, 1911. Fully restored classic.	150,000

CLASSICS AND INEXPENSIVE LIVEBOARDS

32'	Wayfarer sloop, 1966. F/G, Berkeley berth.	25,000
34'	Chinook sloop, 1960. F/G, dsl. Berkeley berth.	25,000
36'	Gaff ketch, '75. (Ferro). Mercedes dsl, exclnt cond.	32,000
37'	Alden schooner, 1931. Diesel. Sausalito berth.	44,000
38'	Kettenburg, 1953. Berkeley berth.	15,500
40'	S&S sloop, 1965. All teak, world cruiser.	43,000
41'	Rhodes cutter, 1960. Diesel.	58,000
44'	Friendship sloop, 1964. Diesel, gaff rig.	35,000
46'	Kettenberg, '48; beautiful classic. Berkeley berth.	35,000



36' S-2 (11 Meter) Sloop, 1980. A performance racer/cruiser providing comfortable liveaboard space as well. Asking \$67,000.

PETER JONES YACHT BROKERAGE

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BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

- 44' LAFITTE '80. Cutter rigged sloop. Extremely well-equip and well rigged luxurious cruiser w/many custom features. **175,000.**
- 37' SOVEREL '72. Super cruiss'g slp. Dsl, vane, SSB, Loran + more. **Inquire.**
- 36' ISLANDER '74. Wheel, Signet electronics, clean. **Great Price!**
- 36' YAMAHA '81. (7) sails, hydraulics, whl, electronics. Clean. **Inquire.**
- 36' OKOMOTO kch '56. Mahog on oak, bronze fastened, recent refit. **\$29,500.**
- 36' PEARSON 365 '76. Well maintained ketch w/lots of extras. **\$62,500.**
- 35' MARINER ketch '66. Mahog on oak, Perkins dsl, recent work **\$35,000.**
- 34' COLUMBIA MKII '73. Very clean, lrg interior, S.F. Marina slip. **\$36,500.**
- 34' WYLIE '80. Dsl, Loran, nine sails, autopilot and more. **\$49,500.**
- 33' MORGAN '68. Recent refit, new diesel and sails. **Inquire.**
- 33' NOR'WEST. Strongly built, fast, Burns design with nice interior, diesel, wheel, Rover dinghy and more. Ideal world cruiser. **\$49,950.**
- 32' CRUISING SLOOP '72. Superbly built NZ kauri. Must see! **\$35,000.**
- 31' CHEOY LEE OFFSHORE '67. Clean ketch. Good gear, hard dink. **\$24,000.**
- 31' CHEOY LEE OFFSHORE '69. Cruising ketch with Loran, dodger, etc. **\$29,000.**
- 30' CORONADO '72. Roomy boat w/extras. Owner will sell all/part. **INQUIRE.**
- 30' IRWIN CITATION '80. Diesel, refrigeration, roomy. **\$35,500.**
- 30' YANKEE '71. S&S design. 9 winches, 6 sails, L.P. hull. **\$25,000.**
- 30' ISLANDER MKII '71. Call for a great price!
- 30' NEWPORT MKII '77. TillerMaster, race rigged, nice! **\$31,000.**
- 28' PEARSON TRITON '67. Super clean, well rigged, cstm features. **Inquire.**
- 27' ERICSON '74. Clean with possible S.F. marina berth. **Inquire.**
- 27' NEWPORT 27S '77. Very clean. Depth, VHF, 6 sails, dsl + more. **\$15,500.**
- 27' CATALINA '71. All new rig. Clean. Evinrude 6 hp. **\$16,500.**
- 27' SANTANA '67. O.B., 6 sails, autopilot, etc. Honda. **Good deal.**
- 27' VEGA '73. Clean pocket cruiser w/dsl, dodger, cabin heater, etc. **Inquire.**
- 27' SANTA CRUZ '75. Well equipped ultralight. Fast! **Inquire.**
- 26' CHRYSLER '78. Large trailerable boat with o.b. **\$10,950.**
- 25' CAL 2-25 '77. Buy this boat! Yanmar diesel. **\$10,000.**
- 24' NIGHTENGALE '74. Great well-equipped little racer/cruiser. **CHEAP.**
- 22' WESTERLY CIRRRUS '72. British pocket cruiser. Yanmar dsl. **Call.**

20-26 FIBERGLASS SLOOPS. I have a number of boats in this size range.

CALL FOR MANY MORE LISTINGS

SELLERS: If you own any well-built boat in good condition & want an honest and capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable Snafu, please call & list your boat.

FEBRUARY SPECIAL

1985 TAYANA 55 CUTTER



Estate Liquidation. Magnificent "like new" cutter. Beautifully equipped including discontinuous rod rigging, bow thruster, hydraulic backstays and boom vang, fiberglass windscreen and dodger, (16) winches (some upgraded), teak decks, Nilsen windlass, 7.5 kw generator, 120 hp Perkins diesel engine. Hood furling jib and staysail, B&G electronics, reverse cycle air conditioning, built in freezer and refrigeration. Sleek and very fast! World cruiser. **\$295,000.**

SELECT LISTINGS

- ★ 24' MOORE sloop. (5) sails, Evinrude aux, Trailrite trlr, electronics. Very fast for lake, river, Bay! Super clean, little used. **Reduced to 17,500**
- ★ 25' CORONADO '66. (4) sails incl'd'g 2 new ones, 6 hp aux **Try 6,950**
- ★ 25' ERICSON + '79. 15 hp Volvo diesel, electronics, super clean, attractive interior. **Try 19,900**
- ★ 25' PACIFIC SEACRAFT sloop, '77. Diesel auxiliary, electronics plus other equipment. **Make Offer**
- ★ 27' CATALINA '75 sloop. (5) sails, Atomic 4, owner anxious. **Try 12,500**
- ★ 27' CAL MARK III '83 sloop. Need to move this one! Beautiful spacious interior, Yanmar dsl aux, shower, water heater, pressure water, loaded w/equipment. See this one! **Reduced from \$34,500 to 26,900**
- ★ 28' O'DAY slp, '81. Very roomy & clean. Good headroom! Diesel auxiliary, good equipment. **31,500**
- ★ 28' ISLANDER '76, Volvo dsl, Perry dsgn, well-equipped. **Make Offer**
- ★ 28' SEAFARER sloop. Rhodes design, (5) sails, outboard aux. **Make Offer**
- ★ 30' CAL sloop, '64. Repowered Yanmar diesel, (5) sails including spin, full electronics. Strong boat. **Try 21,500**
- ★ 30' HUNTER, 1983 sloop, wheel steering, 15 hp Yanmar dsl, shower, pres. wtr, refrig., electronics. Nice condition. **Only 29,500**
- ★ 32' DREADNAUGHT cutter, '78. An honest cruising offshore dblender — go anywhere! Diesel aux, owner anxious. **Try 42,500**
- ★ 33' RANGER '78. Dsl aux, (5) sails, electronics, lots of other equipment. Clean and well kept. (We have two of these — one is gas powered — one diesel powered.) **Asking (gas) 39,800**
- 33' PEARSON VANGUARD sloop. (4) sails including spinnaker, Atomic 4 aux, excellent cruising boat. **Try 29,500**
- 35' ERICSON '70, sloop. (3) sails, Atomic 4 aux. **Try 37,500**
- ★ 37' TAYANA '79 MkI cutter. Full electronics including a.p. Set up for liveaboard. Diesel aux. **Reduced to 67,500**
- ★ 37' TAYANA '82 MkI. Full electronics, one owner, bristol condition. Yanmar 33 hp diesel. Owner anxious. **Reduced to 67,500**
- ★ 37' TAYANA '84 MkII cutter, Perry design, full keel, just like new! Separate shower, refrig, electronics, S.T. winches, go anywhere! Alum. spars, Yanmar 33 hp aux. **Reduced to 79,500**
- ★ 37' TAYANA 1985 ketch. Has all the right equipment for cruising and liveaboard. See for yourself! **82,000**
- ★ 40' LOWMAN '46 M/S sloop. (3) sails incl'd'g spinnaker, new BMW 50 hp aux. Nice condition, good liveaboard. **Try 55,000**
- ★ 42' TAYANA '85 center cockpit cutter. Perkins 49 hp aux, Hood roller furling jib & stays'l, dodger, windless, electronics, teak interior. Great cruising boat. Like new! **Only 128,000**
- ★ 48' MARINER ketch, '80, Perkins 75 hp aux, full electr, super spacious liveaboard! See this one! **Make Offer**

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22' Santana	1969/79	frm	5,000.00
23' Ranger	1972	10,500.00
26' Columbia MKI	1964	7,000.00
27' Catalina	1971/78	frm	16,500.00
27' Vega Sloop	1972	.....	22,000.00
27' Santana	1968	.....	12,500.00
29' Cal 2-29	1975	.....	27,900.00
31' Offshore 31 Ketch	1972	frm	30,000.00
31' Mariner 31 Ketch	1971	.....	30,000.00
32' Center Cockpit Ketch	1982	.....	19,000.00
32' Traveller	1977/79	frm	49,500.00
32' Islander	1975	.....	30,000.00
34' Cal 34	1968/69	frm	32,000.00
36' Islander	1976	.....	51,000.00
38' Bristol 38 Sloop	1968	.....	43,500.00
39' Freya 39	1980	.....	105,000.00
40' Hinckley Bermuda 40 Yawl	1963	.....	97,500.00
40' Farr 40 "SAGACIOUS"	1984	.....	125,000.00
40' Cheoy Lee Midshipman Ketch	1975	.....	90,000.00
41' King's Legend Cruiser	1985	.....	119,000.00
41' Freeport Islander	1976/77	frm	108,000.00
42' Pearson 424 Ketch	1980	.....	125,000.00
45' Garden Porpoise Ketch	1977	.....	145,000.00
50' STEEL Custom Cutter	1983	.....	240,000.00
28' Hallberg P-28	1958	.....	9,000.00
32' Tumlare Sloop	1948	.....	29,000.00
35' Garden Aux. Cruising Cutter	1979	.....	55,000.00
35' Cheoy Lee "Lion" Sloop	1956	.....	38,000.00
40' Sparkman & Stephens Aux. Yawl	1960	.....	57,000.00
40' Kettenburg K-40	1964	.....	29,000.00
40' Concordia Yawl	1957	.....	75,000.00
28' Classic Cabin Cruiser	1948	.....	12,000.00
34' Chris Craft Sedan	.....	.....	29,000.00
37' Hunter Sedan Cruiser	1954	17,000.00
38' Hunter Express Cruiser	1960	38,000.00

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SELECTED BROKERAGE

SAIL

- 45' Brewer, 1978, dsl, ctr ckpt ketch, teak interior \$Offers
- 42' Tayana, aft cabin, 1981, diesel heat, lots of toys . \$120,000/Offers
- 41' CT kch, Perkins dsl, roller jib, exclnt cond \$70,000/Offers
- 41' Norwegian-built sloop, bristol condition, dsl, VHF, CB, ham, SatNav, MarineFax, A/P, gen, watermaker & extensive inventory list of extras & spare parts for cruising \$95,000/Offers
- 40' Cheoy Lee Offshore, 1972, like new condition, Westerbeke diesel, recently outfitted to cruise. Asking \$80,000/Offers
- 39' Cal, 1977, Perkins 4-108, spinnaker, 150, 110, Barient S/T 32's, plus plus \$76,500/Offers
- 37' Ranger, unbelievably cstm, teak int, must be seen! . \$65K/Offers
- 36' Islander, '74, exclnt cond, never raced. Owner anxious ... \$50,000
- 36' Pearson 365, '76, Westerbeke dsl, VHF, AP, Loran, SatNav, log, km, wd, ws, refrig, gd sail inventory, plus plus ... Asking \$70,000
- 35' Ericson, 1972, new diesel \$35,000
- 35' Custom Steel sloop, Pilothouse \$55,000/Offers
- 32' Fuji ketch, 1976, Pisces diesel \$47,500/Offers
- 32' Aries, the Colin Archer race winner (3) from \$33,500
- 30' Catalina, 1978, Atomic 4, new roller jib, good equipment list, perfect condition Asking \$30,000
- 30' Fisher Motorsailer, '75, dsl, furling jib, new paint, very clean \$47,500
- 30' Lancer, 1977, diesel, good sail inventory \$28,500/Offers
- 29' Bristol, 1968, impressively built and maintained .. \$20,000/Offers
- 28' Islander, 1982, dsl, cruising spinnaker, 2 jibs, good equipment list, very clean. Year end sale! \$27,000/Offers
- 28' Islander, 1978, Volvo dsl, self-tail winches, v. clean \$27,500
- 27' Cal 2-27, dsl, perfect condition, loaded w/gear ... \$25,500/Offers

ARIES 32



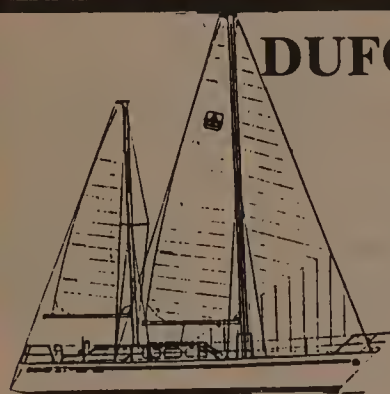
The Aries 32 is a fiberglass version of a wooden classic. The traditional style round bottom, double ended hull is constructed of rugged, hand-laid fiberglass.

Standard equipment includes aluminum spars, lifelines, bow & stern pulpits, & sail covers. Stainless steel watertank. The interior is beautifully finished in teak. A Westerbeke 4 cylinder diesel furnishes a powerful "iron wind" when needed.

The Aries traditional deck & cabin layout reflects the combined experience of many demanding yachtsmen. With 34 Aries cruisers delivered on San Francisco Bay, there's established a solid reputation for owner satisfaction & resale value. Let us show you why . . . Available for inspection at our dock. **\$58,900.00. Now With Lead Ballast!**

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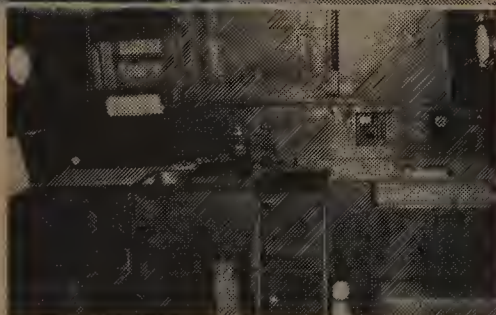
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By far the best equipped C&C 36 in the Bay Area. The owner has lavished care and installed many extras to enhance the livability of this quality yacht.

She is being sold fully found with all the gear and equipment aboard right down to the dinnerware and cutlery.

This is only a partial list of the inventory that is available with the sale of this fine example of a C&C 36. A top quality yacht that is properly equipped and maintained. Reduced to **\$69,000.00**

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★23' Bear Boat . . . \$10,500	★32' Mariner Ketch . 39,500
★26' Nordic M/S Fk . 20,000	38' Alden Challenger Yawl . 78,000
★28' Modified H28 . 14,950	55' Alden C/B Yawl . 90,000
30' Steel Atkin Schooner . 39,500	★60' Gaff Rigger Cutter . 150,000
★30' McGregor . . . 25,000	
31' Mariner Ketch . . 33,000	

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24' Moore \$ 16,000	30' Custom ULDB . 23,000
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★27' Contest 17,950	★30' J 30 38,750
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28' Mair Custom C&B . 19,500	34' Wylie . . . 2 from 50,000
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37' Custom Swedish Schooner . . . 78,000	45' Explorer 137,500
★37' Rafiki 67,500	★46' Formosa 115,000
37' Esprit 79,500	47' Norseman Center Cockpit 210,000
38' Morgan 382 . . 69,000	46' Morgan Ketch . 150,000
38' Downeast Cutter . . . 79,000	★50' Columbia 92,500
★39' Cal Corinthian . 72,000	★50' Columbia 105,000
★39' Lancer 94,000	54' Perry 235,000
★41' Cheoy Lee . . . 99,500	

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25' Pac Seacraft . . \$22,000	★28' Newport . . . 2 fr 20,000
★26' Ranger 13,500	29' Columbia . . . 18,000
★26' Dawson 18,000	30' Coronado . . . 22,500
★26' Islander 23,500	★30' Cal 2-30 22,000
26' Int'l Folkboat . 13,950	★30' Lancer 30,500
★27' Ericson 17,900	30' Islander MK II . 28,000
27' Sun 22,500	★30' Seidelmann . . 28,500
27' Cal 2-27 . . . 2 fm 16,500	★33' Peterson 43,950
28' Islander . . . 2 fm 26,900	

MOVING UP — COASTAL CRUISERS

★27' Dufour 2800 . . \$30,000	★30' Tartan 2 fm 28,000
30' Newport II . . . 31,000	★31' Pearson . . NOW 34,000
★30' Pearson NOW 2 from 26,800	★31' Columbia . . . 30,000
★30' Islander Bahama . . . 39,500	32' Marieholm Folk Boat 38,000
30' Ericson 27,000	★32' Ericson 27,500
★30' Willard 49,500	33' Kalik 49,950

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C&C 26' \$29,000	★C&C 34 59,500
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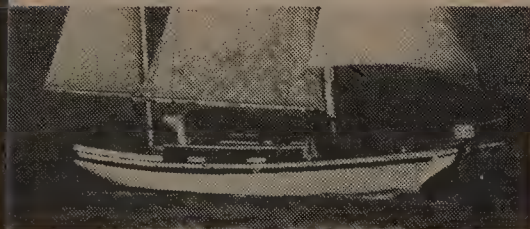
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34' WELLS ketch by Tradewinds. All teak, Perkins 4-107 dsl, 12 bags sails, VHF, DS, RDF, AP, vane. Excellent condition. V. large for 34-ft, excellent liveboard. **\$49,500.**



56' GARDEN Ketch '71. Cedar on oak, Perkins 4-236, loaded with cruising gear and ready to go. **\$87,000.**



26' DAVIS AUX. Sloop "Vim". I/B, VHF, CB, DS, RDF, AP, woodburning stove. Immaculate condition. Master Mariner winner. **Asking \$18,500.**

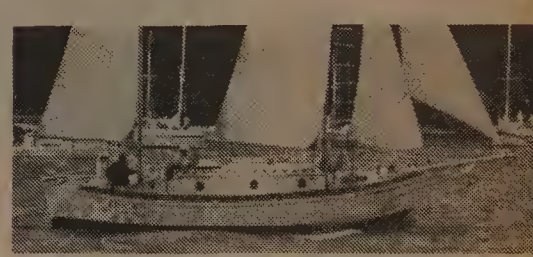


32' DREADNAUGHT Ketch '75. Volvo dsl, VHF, F/G dinghy, full keel F/G cruiser. Just needs finishing touches. **\$29,500/Offers.**



32' TUMLAREN CLASS SLOOP (large version)

Brand new Volvo dsl. Baltic pine on oak, beautiful mahogany interior. Excellent condition, a very fast, beautiful classic. **\$24,000**



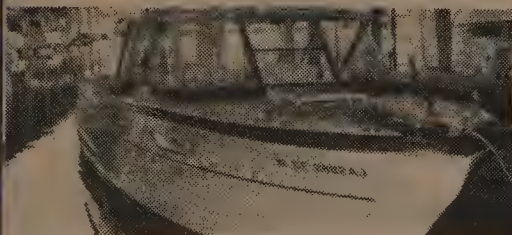
32' ATKINS/COLIN ARCHER "Eric" ketch. Diesel I/B. A traditional gaff rigged classic maintained in excellent condition. **\$39,995.**



32' FINCH Cold-Molded Sloop. Olympia diesel, VHF, DS, RDF, 7 bags sails, full cover, new bottom 1/87. **\$34,950.**



29' COLUMBIA MKII. S&S designed full keel sloop New I/B '84, new LPU hull & spars, custom wood interior. Excellent condition. **\$17,300.**



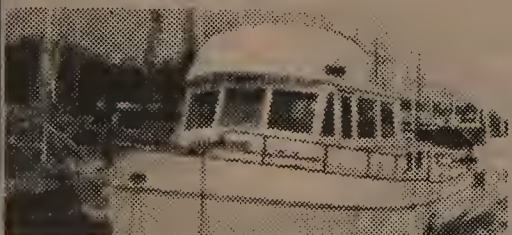
26' CHRIS CRAFT Commuter. Twin screw, mahogany hull w/double bottom, VHF, DS, stereo, boat levelers. Classic in excellent condition. **\$12,000**



40' STEPHENS Classic Cruiser. Twin screw, restoration almost complete. **Must sell. Reduced to \$17,500.**



37' BANJER F/G Motorsailer '72. Perkins 4-236, VHF, DS, RDF, AP, refer. Comfortable live-aboard/cruiser. Excellent buy. **Reduced to \$64,500.**



36' GRAND BANKS. Twin Lehman dsls, generator, VHF, DS, AP, new H2O tanks, re-wired '85. Excellent liveboard. **Reduced \$47,500.**



43' STEPHENS Classic Cruiser. Twin GM dsls. Cedar on oak, solid teak house and decks. Excellent liveboard. Kept in covered berth. **Asking \$39,995.**



36' CHRIS CRAFT Flybridge Sportsfisher. Twin screw. Custom mahogany interior. Maintained in excellent condition. **Asking \$24,000.**

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The Express 34 is the only boat selected as *Boat of the Year* by *Sailing World* magazine. (And, they included price in their criteria).



The Express 34 is the only boat in the 34-ft range designed and engineered to ABS standards by Carl Schumacher.



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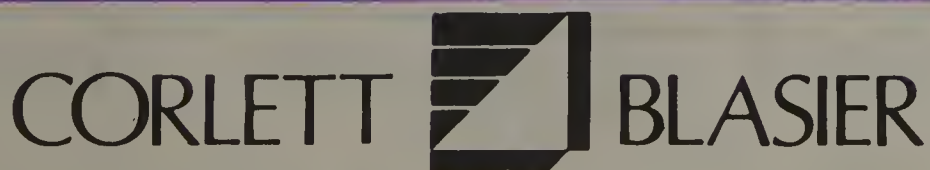
The Express 34 has a standard list of features and equipment unmatched by any boat in the size range. (Those other boats may be cheaper — but not less expensive.)



"Knowing the Difference" is our business: At a boat show you may not see all the differences, but the professional you rely on should. At Corlett-Blasier, "Knowing the Difference" is the essence of our business. We know the "differences" mean a more versatile, easier to handle, stronger, safer boat with more enduring value for you. Before you buy your boat, let us show you the difference between Express and the rest.

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San Francisco's Yacht Broker since 1969

32' VALIANT Bob Perry design. Sturdy cruising boat used very little. In exclnt cond, recent epoxy bottom job, seller will consider a smaller boat in trade or property. Asking \$62,500.

30' OLSON The ultimate giggle machine at a super silly price! Being sold by a non-profit organization at a price so low we can't even publish it. Now's your chance to steal a boat but don't delay or someone else will be doing the laughing.

28' SAN JUAN One of the best we've seen. Diesel, full electronics, 5 sails includ'g spinnaker, new epoxy bottom job, loaded w/extras. Great San Francisco berth included. Call today for special price.

37' ESPRIT One of Bob Perry's best designs. Built by Nordic. This boat has been optimized to improve her already above average performance. Excellent electronic complement and a huge sail inventory. Priced very well and Seller wants offers.

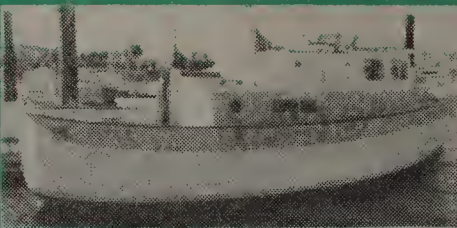
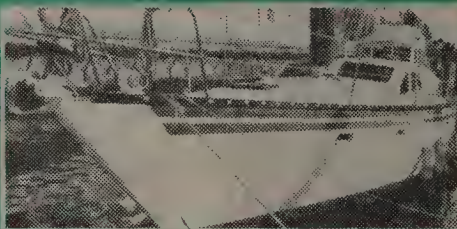
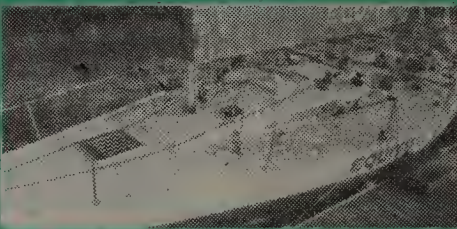
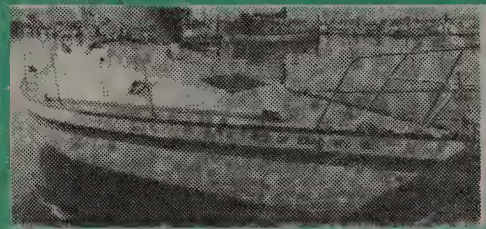
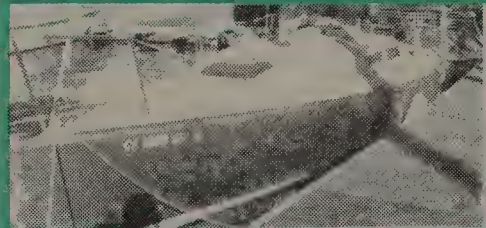
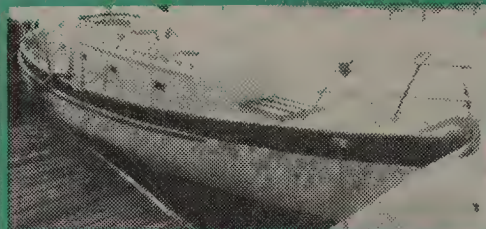
40' "X" ONE TON High tech construction using carbon fiber, kevlar, unidirectional & foam core. Elliptical keel & rudder. Full kevlar sail inventory, "state-of-the-art" spar. Join the Grand Prix fleet at a bargain price of only \$95,000.

POWER

21' STARFIRE	\$25,000
25' SKIPJACK	16,800
30' CLASSIC FAIRCHILD	49,950
33' PACEMAKER	22,500
34' RIVA	125,000
35' VIKING Convertible	112,500
36' GRAND BANKS	2 frm 58,000
36' CHRIS CRAFT	29,900
36' UNIFLITE Sport Sedan	58,950
40' VIKING SportFish	99,999
42' GRAND BANKS	158,000
42' HATTERAS RC	169,000
43' HATTERAS MY	2 frm 169,000
43' DEFEVER MY	159,500
43' STEPHENS Tri-Cabin	39,995
44' GULFSTAR MY	170,000
44' PACIFICA	240,000 *
44' PACEMAKER SF	149,000
50' OCEAN	250,000
53' HATTERAS	565,000 *
55' STEPHENS Cruiser	150,000
57' DAYTONA YF	309,500
58' HATTERAS MY	265,000
63' FLYBRIDGE MY	290,000

Plus Many Others

* San Francisco Berth Included



42' GRAND BANKS 1978 Model. Bristol throughout. Radar, Autopilot, Wetbar/icemaker, Microwave, Generator, Heat/Air & much more. Interior layout customized with extra large queen size berth in owners stateroom. Meticulously cared for by her owner, this is the kind of boat that you've always admired and now she can be yours. Traditional cruising boat that absolutely is the cleanest and best equipped 42 on the market. Asking only \$158,500.

39' FREYA Veteran of Hawaii & Pac. Northwest cruises, WV, WL, autopilot, dinghy, dodger. Incredible buy at \$79,500 makes this the best buy on the West Coast. Don't let this one get away!

43' SWAN 431 Excellent condition & very well equipped w/B&G, 10 sails, dodger, central heat, SSB, Loran, etc. This boat is ready to go and well priced at only \$159,000. Call us today!

43' FARR 'Equity'. Hottest IOR boat around! She cleaned up at Kenwood Cup, now it's your turn! Ockam system w/computer, Sat-Nav, SSB, full kevlar sail inventory. Available at our docks for inspection. Only \$220,000.

41' COOPER Pilothouse sloop. Used very little, AP, WL, furling system, super liveaboard with tub/shower, light & airy interior that doesn't make you feel closed in. Only \$92,500.

30' VEGA Built by Willard Boat Works. Charming heavy duty motorsailer in bristol condition thruout. Hefty Perkins 50 hp dsl, 2 helm stations, TV, stereo, recent epoxy bottom. Seller asking \$35,000 but make offer. Three boat owner says "get rid of the damn thing".

SAIL

101' NEVINS	300,000 *
55' KETCH	149,500
50' LITHGARD	240,000 *
50' SANTA CRUZ	169,000
59' GULFSTAR	120,000
48' PILOTHOUSE kch	275,000 *
48' SWAN	175,000
47' S&S CSTM slp	85,000
44' CHEOY LEE	162,500
44' LAFITTE	175,000
44' PETERSON	135,000
43' AMPHITRITE	169,500
42' WESTSAIL ctttr	105,000
41' ISLANDER	115,000
41' NELSON/MAREK slp	130,000
40' GULFSTAR	99,500
40' NORDIC (2)	140,000 *
40' WYLIE Cold Molded	89,500
40' MORGAN ketch	70,000
39' WESTSAIL Cutter	79,900
39' CAL CORINTHIAN	89,000
38' CATALINA sloop	79,900
38' ERICSON	OFFERS/112,500
38' HANS CHRISTIAN	115,000
38' MORGAN	75,000

Plus Many Others

* San Francisco Berth Included

Foot of Laguna Street · San Francisco, California 94123 · Phone (415) 567-8880